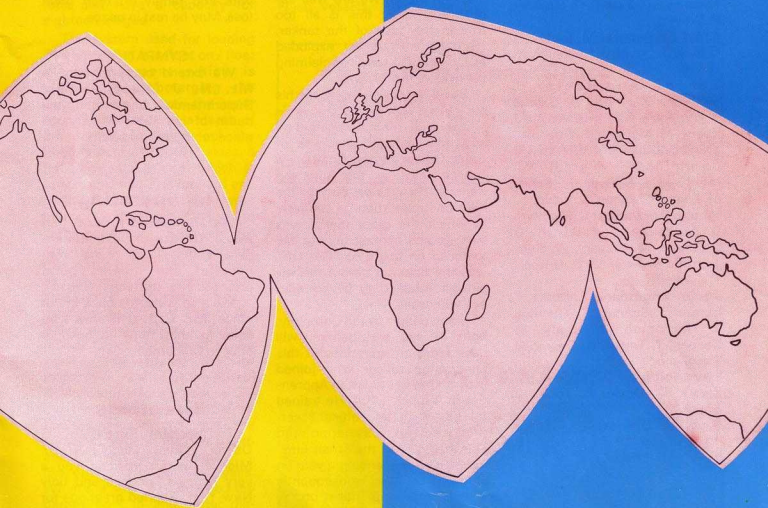


SIGNAL



Deck and Engineering Officers Ashore as at 9-1-'79

Masters: M. McMahon, J. A. Caird, E. Greevy, J. Ryder, T. Hughes, P. Murphy, P. Farnan, M. Carey.

Chief Officers: C. Coghlan, E. Curry, M. Darcy, D. Hopkins, P. Kehoe, P. Miley, D. Leonard, M. Ryan.

Second Officers: J. Bourke, B. Kinch, F. McCarthy, S. O'Byrne, T. Sarsfield, F. Traynor, F. O'Flynn.

Third Officers: B. Goyvaerts, R. Fennessy, G. Farrell, G. Hopkins, P. Smyth.

Chief Engineers: M. Curley, N. O'Neill, J. Devitt, J. Reynolds, M. Hayes.

Second Engineers: J. Denham, D. Ferety, D. Gabriel, P. Herlihy, E. Kealy, D. Walsh, J. Keane, M. McCann, P. Dowling.

Third Engineers: F. Brennan, J. Cummins, T. Farrell, T. Merrifield, T. C. Ryan, M. Scully, M. Egan, H. Mahon, K. Vekins.

Fourth Engineers: C. McIntyre, D. Matthews, J. F. Lynch, D. O'Connor, M. O'Leary, W. Sammon, B. Kelleher, J. C. O'Reilly, T. Kennedy.

Junior Engineers: E. Burke, P. Curran, T. Furlong, P. Gunning, J. Harrington, J. Healy, M. Keegan, T. Taylor, B. Desmond, T. Holland.

Electricians: D. Byrne, H. Stears, S. Doyle, P. Tobin, J. Grace.

Catering Officers: J. Clinton, B. Dorgan, P. Farrelly, E. Murphy, E. Fricker.

CONGRATULATIONS

Our congratulations and best wishes to **Raymond Dunne** of Purchasing Department who became engaged recently and whose wedding, we understand, will take place in the not too distant future.

Raymond's brother, Pat, was

a welcome visitor to Head Office prior to Christmas during leave from his duties in far-off Zambia. Pat was a very popular member of our Accounts Department staff some years ago.

Whiddy Disaster David Warner a victim

It is almost inevitable that any shipping tragedy of the magnitude of the Whiddy Island disaster which took place in the early hours of Monday morning, 8th January, should involve people with whom we are well acquainted. Sadly this is all too true in the case of the tanker, "Bettelgeuse", which exploded at the Gulf Oil terminal claiming the lives of fifty victims.

David Warner, who spent his early years training to be a ship's officer with Irish Shipping Ltd. and later reached the rank of Chief Officer in the Company's service, died in the appalling tragedy. He was on duty in the Pilot control station on the jetty at which the giant tanker was berthed and his last minute call to those on board to "Get Off" was the final act before the explosion attested to by horrified eye witnesses.

Many people in the Company, both at sea and ashore, will have pleasant memories of this fine young officer who joined Irish Shipping Ltd. as an Apprentice in August, 1954. He trained for his navigating officer's certificates and was appointed Third Officer on the "Irish Elm" in 1959 after spending a year on study leave. He subsequently served as Second Officer on the "Pine", "Larch" and "Sycamore" before he was appointed Chief Officer on the "Willow" in 1965. He served as Mate on the "Oak" and "Ash" also before he resigned in March, 1967, to take up the post of Lecturer in Navigation with Bord Iascaigh Mhara.

David had obtained his Master's Foreign Going Certificate in 1965.

When the Gulf Oil terminal came into operation, David Warner joined as a Tug Master for service in towing the mammoth Oil tankers into the berthage at Bantry Bay. He later became a Pilot at the terminal and it was in this capacity that he perished in the awful holocaust. Obviously, his concern at the end was for the safety of others and those who sailed with him on our ships readily acknowledge that such concern was typical of David Warner.

We offer our sympathy to his wife and family on their great loss. May he rest in peace.

SYMPATHY

We extend our sympathy to **Mr. N. J. Healy**, former Superintendent Engineer, on the death of his sister which took place recently in Australia.

Recuperating

We are pleased to learn that **Mr. J. D. Murphy**, Superintendent Engineer, is home from hospital and making good progress after his recent illness.

We also welcome back to the office, **Mr. L. J. O'Meara** who spent a short time in hospital prior to Christmas.

Greetings

To **Michael Purcell**, Chief Officer, "Irish Larch"; Hello, Michael, here's wishing you a very happy Christmas and holy New Year. Belated greetings for your birthday which took place on 29th November. From Dad, Mam and all at home.

To **John F. Murphy**, Chief Officer, "Irish Oak"; Best wishes for a very happy Christmas and good luck in the New Year. Love from Dad, Mam and Margaret.

Splash — Ships built to Sink

Perhaps it would be less dramatic and more accurate to describe the self-propelled LASH or SPLASH vessels as the ships designed to submerge. These are the latest barge-carrying vessels to enter the merchant shipping service and the names chosen for the first two, built at Yokohama, Japan, have a familiar sound, they are the "Mammoth Oak" and the "Mammoth Willow". The sister-ships are 11,313 deadweight tons and have a capacity for eighteen barges.

The system used for loading and unloading is a float on/float off arrangement which is effected by submerging the carrying craft to allow the water to cover the deck to a depth of 3.5 meters. The ships look like floating docks with high sides, a flat deck and a stern which is open to the sea. The forward end of the deck is partially covered by another deck which is used to carry containers. Between the lower deck and hull bottom are the water ballast tanks as well as the engine control room. Here also is sited the control valves to regulate the list and trim of the vessel during ballasting. Further ballast tanks are located in the vessel's side walls and the submerging or raising of the vessel in the water is carried out by filling the vessel's twenty ballast tanks gradually until the sea comes in through the open stern and through large "window"-like openings in the side walls. When the ship is submerged the barges float in and water displaced by them is forced out through the side 'windows'. After the barges are loaded the ballast water is pumped out through columns in the side walls and the ship rises to normal sailing level. The intake and discharge of ballast takes about four hours.

On the two vessels already mentioned 108 containers of 20 feet by 8 feet dimensions can be loaded on the upper deck by shore crane or barge crane. For a

recent voyage from the Persian Gulf to Rotterdam, the containers and barges were loaded simultaneously.

Other measurements for the SPLASH ships are length 125 meters; width: 34.24 meters and depth 7.10 meters. They have a draft of 4.8 meters and a service speed of 10.3 knots. Two S.M.E.T. Pielstick diesel main engines power each craft and engine rooms are located under the barge deck, port and starboard with a passageway to the control room.

Among other barge-carrying systems at present operating are SeeBees, Bacats, Docklifts and Flash vessels. Briefly the See

Bees load barges by semi-submersible elevators located at the stern. Bacat is a system developed in Denmark with a semi-catamaran having twin hulls and the barges are floated in by the stern between the hulls. Some are lifted on deck by elevator and others are secured rigidly between the hulls by means of locking bars. The Docklift was built in the Netherlands for Holland American Line and is a variation of the self-propelled "sinkable" carrier with barges floating on and off. The FLASH or Feeder LASH carrier is another float on/float off vessel but is not self-propelled and relies on a tug for its propulsion.

Annual Dinner Dance

This year's Staff Dinner Dance will be held at the Gresham Hotel, Dublin, on Thursday, 8th. February, 1979 from 2100 hours to 0200 hours.

Tickets for the function and for car park may be had from: Mr. F. Cheevers at Merrion Hall or Mr. D. Brown at Aston Quay.

AMVER AWARDS



Receiving an AMVER Award on behalf of Irish Shipping Ltd. last summer is Mr. W. A. O'Neill, Director and General Manager. Presenting the award is Capt. J. C. Fuechsel, U.S. Coast Guard and also in the picture is Capt. W. D. Garvey I.S.L. who was receiving his eighth consecutive award and, on extreme right, Mr. J. D. Rendahl, U.S. Chargé d'Affaires.

The War-Time Fleet

No. 2: "IRISH ELM"

"The first Irish ship to bring a cargo of wheat from America to an Irish port since the outbreak of war has docked in Dublin". That was how the newspapers of 5th September, 1941, described the arrival of the "Irish Elm" at Alexandra Basin where she began discharge of her cargo of 6,188 tons of grain, 52 tons of tea and aeroplane spare parts. In fact she had arrived on 31st August after a three weeks voyage from Halifax, Nova Scotia.

On 4th September, the then Taoiseach, Mr. de Valera, and Mr. Seam Lemass, Minister for Supplies visited the vessel and were welcomed on board by the Master, Capt. W. J. Henderson, of Islandmagee, Co. Antrim. Capt. Henderson, Chief Officer, Mr. J. Jacques and Chief Engineer, Mr. Fitzgibbon had travelled with the mainly Irish crew of 37 to take over the ship at New York. The vessel's propeller had been damaged when hit by a barge at Jersey City before leaving New York and a new propeller had to be fitted for the voyage to Halifax where she docked on 15th July. Although the "Elm" sailed from Halifax on 25th July she had to return again for some minor repairs before finally clearing the port on the 10th August.

The first "Irish Elm" was built by the Thompson & Sons Ltd. of Sunderland in 1910 for Bathampton Steamship Co. of London and was originally named "Collingham". She was subsequently re-named "Duba" and then "Leda" before becoming the "Irish Elm" in 1941. The vessel was bought by Irish Shipping Ltd. from Compania Leda de Vapores of Panama although she was owned by a Danish company prior to the German occupation of Denmark at which time she had been trading in South American waters. The ship was taken over by the Chilean Government after the invasion of Denmark. It is interesting to recall that in 1950, the Danish owners sought compensation from the Chilean Government for the ship and requested Irish Shipping Ltd. to attest the signature of the vendors to the contract of sale which was drawn up in March, 1941. The price paid by the Company for the vessel was £200,000. She was managed for Irish Shipping by Limerick Steamship Co.

Details of the vessel's dimensions are: Length overall 351.7

7,200 tons; Gross Registered 4,115 tons and Net Registered, 2,535 tons. Her capacity was 379,000 cubic feet and she had four holds and four hatches. She had one steel deck and two transverse bulkheads. Her machinery was located amidship and she had a triple expansion engine with two single boilers and a bunker of 360 tons.

Like the "Irish Poplar", the "Irish Elm" traded almost entirely between Ireland and St. John, N.B. bringing mainly wheat, newsprint, tobacco and tea.

After her first arrival at Dublin, she was laid up for repairs until 10th March, 1942 and despite her long drydocking she had to put into St. John's, Newfoundland for further repairs on her next voyage to St. John N.B. to load a further cargo of grain and general cargo. The trouble stemmed from a fault

Taoiseach Comes On Board



An Taoiseach, Mr. de Valera, coming on board the "Irish Elm" after her arrival in Dublin with the first cargo for Irish Shipping. Inset shows Capt. Henderson, Master of the vessel.

feet; breadth 51 feet and Depth 25.7 feet. She had a draught of 23 feet 8 inches and her tonnages were: Deadweight

with the vessel's pumps and eventually she reached St. John on 7th May and arrived back in Cobh on 28th May after a round

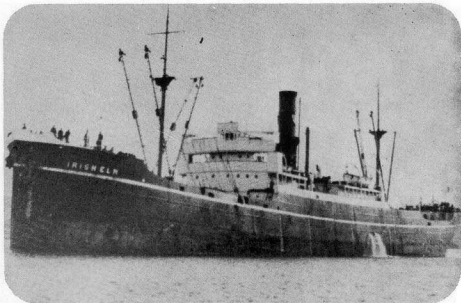
trip voyage of 79 days.

At this stage Mr. N. J. Healy joined the vessel as Second Engineer for the third voyage to St. John N.B. Later, Mr. Healy served as Chief Engineer on the "Irish Plane" and eventually came ashore as the Company's first Superintendent Engineer.

Other well-known officers associated with the war-time voyages of the "Irish Elm" include our present fleet Commodore, J. A. Caird who served on the ship from the date he first joined the Company on 20th May, 1943 to 12th July, 1943. He was then Second Officer on the vessel for a return voyage from Dublin to St. John, N.B.

Capt. Tom Walsh, formerly Principal of the Irish Nautical College, Dun Laoghaire, and now with the Marine Training section of Cork Regional Technical College, also served as Chief Officer on the "Elm".

During her war-time service, the "Elm" was stopped on one occasion by a German submarine to produce identification of her neutral nationality. During the incident, which took place on 20th March, 1943, a crew member, Mr. P. Dineen, A.B. from Cape Clear, Co. Cork



The first "Irish Elm" pictured at Dublin

OUR WAR-TIME LIFELINE

During the period from March, 1941 to June, 1946, ships of the Irish Shipping Ltd. fleet brought to this country 712,000 tons of wheat; 178,000 tons of coal; 63,000 tons of phosphate; 24,000 tons of tobacco; 19,000 tons of newsprint and 10,000 tons of timber. Other cargo which comprised more than 500 different varieties of goods amounted to a total of 105,000 tons.

Although Ireland produced the bulk of her wheat requirements during the war years, the quantity imported represented two days consumption of this vital commodity per week during those critical years.

The money earned by the men who kept our lifeline going during the Second World War may seem paltry in present-day terms but, of course, those were very much pre-inflation times. An A.B. received £168 per year while at sea; £10 per month war-risk; £10 per year holiday pay and 3 shillings per hour overtime at sea.

Rates for a Senior Master were £651 a year basic salary; £10 per month war-risk; £35 per year holiday pay and 5 shillings per day in home ports and 7 shillings and 6 pence per day in foreign ports as a special allowance.

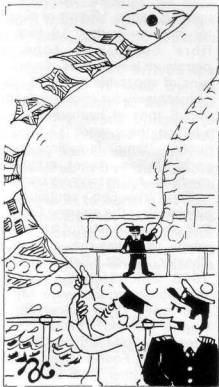
These rates of pay were fixed by the National Maritime Board.

sustained a hand injury while launching the lifeboat. This was launched at 17.30 hours to take the ship's papers across to the submarine and the officer who went over in the boat was Mr. J. Hennessy, Chief Officer. Fortunately, the U. Boat commander allowed the ship to resume her passage to St. John. Apart from one voyage to Tampa, Florida in December, 1942, the "Elm" made regular trips to New Brunswick and played a very vital role in maintaining supplies of essential wheat and other items during the war-

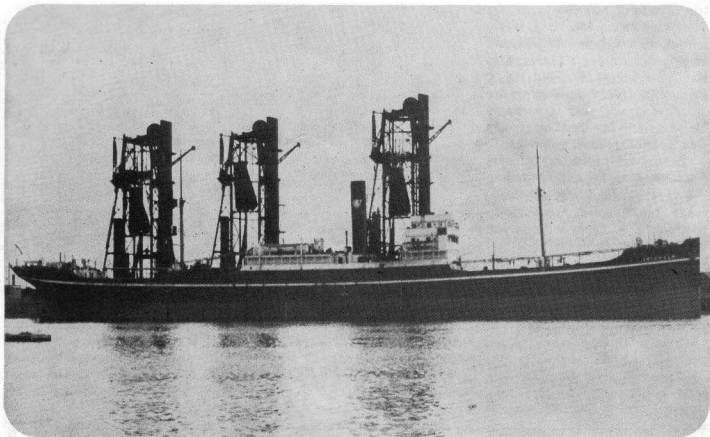
years.

"Western Roller"

A very special feature of life on board during the closing days of World War II was the publishing of a daily ship's newspaper. The paper was produced by the ship's two wireless operators, Mr. Brian Corbally of the Naul, Co. Dublin and Mr. D. J. O'Brien of Cork, and three copies were produced daily without the aid of any form of copying process. The paper was named "Western Roller" and carried news of the war in the Pacific and Burma, news of



"DOLAN, I TOLD YOU BEFORE ABOUT THAT BAD LANGUAGE."



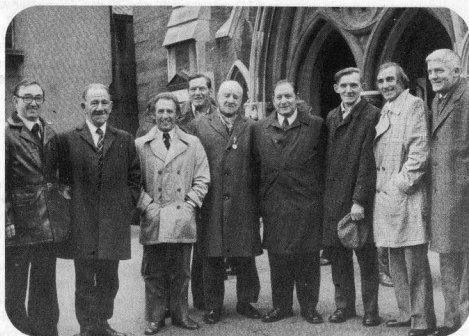
The first "Irish Elm" discharging cargo at Cardiff in the late 1940's.

the Stock Exchange, a regular cartoon and complex mathematical problems. This daily publication was avidly read by the other 39 on board the "Elm" which was then, in May 1945, under the command of Capt. W. G. Gibbons who was a native of Dungarvan and who

was well-known in Irish Shipping after the end of hostilities. The vessel arrived in Dublin for discharge of her most varied cargo during the first week of June. In fact the ship's cargo, although infinitely more practical in nature, was slightly reminiscent of the cargo reputedly load-

ed on the famous "Irish Rover". The "Elm's" cargo consisted of 4,500 tons of grain; 512 tons of paper pulp; 304 tons of tobacco; 169 tons of constructional steel; 140 tons of cardboard; 135 tons of asbestos fibre; 80 tons of fibre for brushes; 55 tons of printing paper; 15 tons of silicon for steel tempering; 14 tons of fibre board; 11 tons of petroleum jelly; 8 tons of nails, 7 tons of vegetable seeds; 6 tons of machinery for cleaning seeds; and 8 tons of beehive wax. In addition there were 37 tons of sundry items including x-ray parts, ladies corset supports, medicine and machinery parts.

The "Irish Elm" continued in service after the war and Capt. J. P. Kelly was Master of the vessel when she was on a call at Chester on St. Patrick's Day, 1948. Officers on the ship for that particular trip were Mr. J. Hennessey, Chief Officer; Mr. T. Dunne, Second Officer; Mr. H. Greenlee, Third Officer; and Mr. V. O'Toole, Fourth Officer. Capt. Kelly's brother, the late Capt. Frank Kelly also served on the ship as Chief Officer during the war period. Shortly afterwards Capt. P. J. Kelly was to take



Attending the annual commemoration service for seamen who died on Irish Ships in the Second World War were a number of men who served on the ships at that time. In this group are (L. to R.): Mr. P. Landers (S.U.I.), Mr. Thomas Maguire, Mr. Peter Dorgan, Mr. J. Cowzer, Capt. J. P. Kelly, Mr. Pat Masterson, Mr. Charles Cowzer, Mr. John Clarke and Capt. Frank Forde.

command of the new "Irish Pine" the first of the new ships to visit the United States.

The first "Irish Elm" was sold to the firm of A. Sadiksade-Rusan Ogullari of Istanbul on 29th October, 1949 and was re-named "Sadiklar". She retained this name until she was finally scrapped in 1961 after more than half a century of varied and, at times, exciting service.

ROUND AND ROUND THEY WENT!

Chief Engineer, Pat Walker, now with Irish Continental Line and well-known in Irish Shipping circles, tells of an occasion on which he and his shipmates were obliged to go round in rather different circles during the wartime period. Pat was serving on the first "Irish Elm" in July, 1943, when the vessel was arriving in Dublin with a normal cargo of wheat, tobacco, etc. As usual they had to contend with their regular quota of technical trouble. In this case it was a vital pipe which was not functioning and which was essential in the very important task of starting the engines. If they stopped the engines they could not coax them into life again without the help of some outside agency or a miracle.

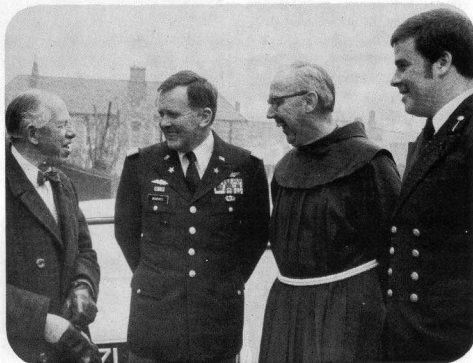
As the "Elm" arrived at a time when it was by no means possible to berth the ship they were obliged to keep the engines going and so they had to sail round and round Dublin Bay throughout the night until they were able to come in to berth next day. Fortunately they did not have port congestion, a factor which might have put a severe strain on the ship's bunker supply!

Seamen Remembered

The President, Dr. Hillery, attended the 1978 memorial services for seamen organised annually by the Maritime Institute of Ireland, which took place in Dublin.



At City Quay commemoration Mass were (L. to R.): Mr. D. Cafferky, Mr. P. Cafferky, Third Officer I.S.L. who read the lesson, His Excellency President P. Hillery and Mr. Jim Wolahan, Maritime Institute of Ireland.



At St. Patrick's Cathedral for the commemoration service were (L. to R.): Mr. Stuart Loram, Mar. Institute; Col. Wm. Bourns, U.S. Defence Attache; Rev. Fintan O'Shea, Port Chaplain and Cadet Aedan Jameson I.S.L. who read the lesson.

The President, who is patron of the Maritime Institute, was welcomed by Colonel Tony Lawlor, president of the Institute, James Hughes, deputy president, and James Wolahan, honorary secretary. The attendance included the Minister of State at the Department of Transport and Tourism, Mr. Tom Fitzpatrick.

The Naval Service, including a detachment from LE Emer, were also present. The Lord Mayor of Dublin, Mr. Paddy Belton, was at St. Patrick's Cathedral.

It is hoped that a memorial to Irish seamen will be erected at Custom House Quay, Dublin, next year, where a site has been made available by the Corporation.

The memorial, which is a joint undertaking by the Maritime Institute, Master Mariners, Marine Engineers and Seamen's Unions, will be a permanent reminder of those 16 ships sunk, with 136 killed and 14 wounded in 35 separate incidents during the war years.



V.I.P.'s Familiarisation Tour

On Monday, 25th. September, ICL Chairman, Mr. P. H. Greer, together with Directors and Management of Irish Shipping Limited and Irish Continental Line, led a party of high-ranking civil servants and Military personnel on the "Saint Killian" for a familiarisation trip to the port of Cherbourg.

Among the party of 50 were Principal Officers and Secretaries of the Department of Tourism and Transport, Finance, Economic Planning and Defence as well as Major General K. O'Sullivan, Chief of Staff of the Army and the Director of the Irish Naval Service, Captain P. Kavanagh.

G.E.T. 1979 Programme

Group tour specialists Group and Educational Travel of Dublin and Belfast have introduced their 1979 programme in conjunction with the ICL service.

Using both the Le Havre and Cherbourg routes, the programme offers groups a wide range of tours to most major Northern European destinations and features a series of low-priced 'Schooltrek' coach tours through France, Germany and the Low Countries.

Also included in the GET package are a variety of tours to Paris with accommodation arranged in specially selected centres and with prices inclusive of return passage and cabin accommodation aboard either 'Saint Patrick' or 'Saint Killian'.

Through Cherbourg, tours to centres of historical, architectural and religious interest have been arranged in Brittany and Normandy. Newly introduced for next year is an all-inclusive programme of group camping holidays, based at the popular resorts of Deauville and St. Pair-Sur-Mer.

Open to groups with a

minimum of 25 persons and with an offer of one free place for every ten fare-paying passengers, the new GET package is in operation through to September 1979.

reasons given was the increase in the frequency of sailings between Rosslare and France with the introduction of the Second ICL ferry.

Particularly enjoying this

"Saint Patrick" in Dublin Drydock



Pictured on the bridge of the "Saint Patrick" in dry dock at Dublin (L. to R.): Capt. C. C. Raftery, I.C.L.; Mr. A. McElhatton, I.C.L.; Capt. R. Gordon, Master; Mr. R. Hayes, Dublin Port & Docks Board; Mr. W. A. O'Neill, I.S.L. and Mr. M. Murray, Solar Ships, now the owners of Liffey Dockyard.

Conference at Sea

The Irish Town and Country Homes Association, an organisation comprised of people who open their homes to visitors and whose premises must be up to Bord Failte standards, selected a venue with a difference for their annual conference last September.

The two-day Conference was held at sea on board the 'Saint Patrick' and over 120 delegates attended. Led by their Chairperson, Mrs. Angela Muckley of Cork, the group were welcomed in Cherbourg by M. Jean Pierre Rihouey, Director, Cherbourg Tourist Office and treated to a Reception on board the ferry by the French authorities.

South-East Tourism Boom

The South-East has had a particularly good year in tourism, according to a report from the South-Eastern Regional Tourism Organisation and one of the

buoyant period are hotels in the region and indeed it has been learnt that at Rosslare Harbour, the Great Southern Hotel is planning a new modern fully-equipped Conference Hall capable of accommodating 400 people, with work commencing next year.

Business has also been good for the Harbour View Hotel, a popular stopping place for ICL passengers, to the point where the old premises is being demolished and being replaced by a modern building in time for the next season.

Accordion Band

Autumn travellers out and back on the 'Saint Patrick' were over 80 members of the 150-strong Sean Kearney Accordeon School of Dublin who used the service to reach the annual Musical Festival of Ypres in Belgium, organised by the local Municipal Authority.

For the group it was a highly successful venture as they entered four orchestras in different sections of the competition and returned as winners of three first prizes and one second prize. On both sailings they gave impromptu concerts for their fellow passengers.

ICL Dinner Dance

The first ICL Dinner Dance in November organised by the newly-formed ICL Social Committee, took place at the Cliff Castle Hotel in Dalkey to coincide with the end of the season.

Over 120 members of staff and guests enjoyed the inaugural dance, some even travelling from Rosslare for the occasion. Under the Chairmanship of Brian Murphy of the Rosslare office this year, the Social Committee plans to make the Dinner Dance an annual affair and they have other activities in the pipeline as well.

Transport Institute Speech

The 'Irish Continental Connection' was the title of a speech addressed by the Company's Managing Director, Mr. Aubrey McElhatton to members of the Chartered Institute of Transport at the Institute's November meeting in Dublin.

Mr. McElhatton dealt with the history of the direct ro-ro service with the Continent and the advent of the present Rosslare/Le Havre/Cherbourg routes. He was pleased to report that carrying statistics were up by some 40-50% over last year's figures and that freight carryings were more than double the 1977 levels.

In the course of his speech, Mr. McElhatton mentioned the Bord Failte figures which predict that by 1982 over 450,000 Continentals will come here every year. To cater for that increase, he predicted that in another three years the Continental routes will be inadequate and that a third vessel would be necessary to supplement the existing service.

General Agents Visit

In September, all ICL General Agents on the Continent came to Dublin for their daylong con-

ference and review of the year. All representatives were happy to announce another good year from their market areas.

Once business was over and the festivities began at the Killiney Castle Hotel, it was the turn of Italian agent Guseppe de Paruta to again steal the show with his own particular brand of musical entertainment. He has taken back to Livorno with him the sheet music of 'Danny Boy', so an expert rendering of that famous tune can be expected next year.

However, it's not all fun and games with Guseppe. For the second year in a row he has won the 'European Cup' for returning the highest increase in passenger bookings - in his case, over 100%

Mini Cruises

Such has been the demand for the low-price mini cruise programme for groups and associations during the off-peak season that the Company extended the programme to individual travellers.

And the cost of the trip also included the attractive offer of a

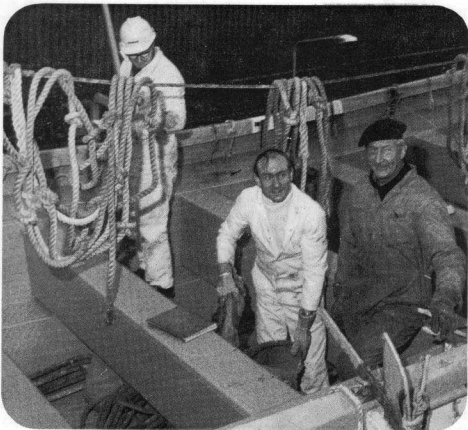
£10 voucher for use in the duty-free shopping arcades on board either ship on the return journey.

Groups to travel out on a mini cruise included a party of 50 members of the Irish Farmers Association from the West of Ireland and over 120 members of the International Police Association, a body which included policemen from North and South of the border.

U.S. General Agent Appointed

In a move aimed at attracting more American tourists to use its Ireland-France passenger car ferry service, Irish Continental Line has appointed Eurotop Tours of New York to act as the company's General Agent in North America.

Last year, close on 1,600 American passengers were carried by Irish Continental Line, without any promotion, a figure which represents 1% of total passenger carryings for the year. The service will now be promoted as an alternative link with Europe for those Americans



Hard at work on the "Saint Patrick" (L. to R.): Mr. A. Bolger, former Chief Engineer, I.S.L., now Surveyor with the Department of Tourism and Transport; Mr. M. Sullivan, Second Officer and Mr. C. McGuire, Quarter Master.

starting a Continental tour in Ireland and it is expected that up to 6,000 Americans could use the service each year within the next few years. To support this growing market and assist the new agent, ICL will produce special American brochures and prepare advertisements geared to students and tour operators.

Eurotop Tours, who are one of the leading tour operators in North America, were selected by Mr. Aubrey McElhatton, ICL's Managing Director and Mr. Frank Carey, the company's Passenger Sales Manager following a 5-day visit to the United States, largely as a result of their previous experience in

Europe. Eurotop are currently agents for Finnline, who operate a service between Helsinki and Germany, and also a Spanish cruise-ship concern.

Eurotop executives are due to visit Ireland early in the New Year to view the Irish Continental Line operation.

As others see us!

Although the article reproduced here from "Le Parisien Libre" does not say very much about the 'Saint Killian' it should help to boost traffic on the Rosslare route from Le Havre and Cherbourg.

We particularly liked Monsieur Briano's reference to "austere but hospitable peasants". We know a few of each.

L'IRLANDE... A NOTRE PORTEE

De notre envoyé spécial Roger BRIANO

A vouloir toujours comparer... les choses incomparables, on finit par sombrer dans l'erreur la plus profonde. Cette vérité première est plus spécialement applicable à l'Irlande, un pays qui ne se compare à aucun autre, tellement les paysages, le mode de vie, le caractère, y sont différents de ceux des autres pays.

Parlez-vous de grands espaces, de collines verdoyantes, de chevaux, de plages, de vastes champs piqués de fleurs jaunes et blanches, et vous évoquerez inmanquablement l'Irlande aux paysans austères mais hospitaliers, aux grands tableaux « grandeur nature » inondés de vert tendre par-dessus lesquels le bleu du ciel fait resplendir les gouttes de pluie fraîchement tombée.



Des images, des clichés, certes, mais encore de grands moments de détente dans une nature retrouvée intacte, des balades à n'en plus finir à travers la lande ourlée de cypripès aux fleurs d'or qui les font ressembler à des genêts, des envies folles de chevauchées sur l'échine des robustes poneys du Connemara, qui effraient encore les paisibles moutons à l'épaisse et longue fourrure touffue, avec laquelle l'on confectionne le tweed et les gros pulls torsadés, orgueil des étals de Cork ou de Killarney.

C'est tout cela l'Irlande. Et il ne

faut guère se soucier du temps, qui change vite, d'un kilomètre à l'autre, d'une trouée à l'autre, est-on tenté de dire !

Les Irlandais eux-mêmes n'en parlent jamais. Il suffit d'avoir avec soi une petite laine, un bon imperméable, et de partir, « un fleur au chapeau, à la bouche une chanson comme on disait autrefois... »

Un bon moyen de visiter l'Irlande est la voiture ou la calèche à chevaux. Eventuellement la caravane, ou la bicyclette. L'on peut ainsi parcourir des dizaines de kilomètres sans apercevoir la moindre habita-

tion : une cure de paix et de solitude pour organismes surmenés par l'ambiance survoltée des villes.

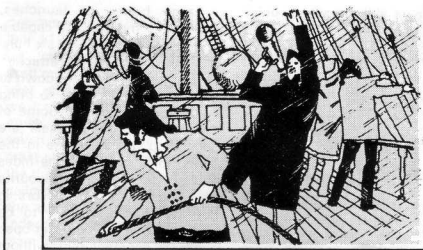
Il faut aussi ne pas avoir trop de nostalgie dans le cœur : les paysages irlandais s'accrochent mal des chagrins d'amour, ils seraient plutôt propices aux amoureux en quête de solitude, aux rêveurs et aux poètes qui s'y trouvent confrontés avec les éléments : l'eau, la terre, l'air pur et vivifiant.

L'Anneau de

Kerry

L'une des hautes régions touristiques de l'Irlande est le comté de Kerry. Il s'étend dans la région de Killarney, au sud-ouest de l'île à l'extrémité ouest de l'Europe, là où il n'est pas possible de suivre plus loin le soleil dans sa course hyperbolique. Au printemps, le jour s'y prolonge indéfiniment jusqu'à 23 heures, comme s'il quittait à regret le monde des humains. « L'anneau de Kerry commence et se termine à Killarney, il vaut mieux le parcourir dans le sens contraire, les aiguilles d'une montre, en commençant par Killorglin, un village où l'on accède par un merveilleux pont de pierre ; poursuivre par Cahirciveen, Waterville et Sneem, une charmante agglomération aux maisons soigneusement peintes de bleu, de rose, de jaune ; et terminer par Kenmare et la splendide parc de Muckross, aux portes de Killarney, qui vous offrira des trésors de paysages idylliques, lacustres, bucoliques, que l'on croirait échappés des toiles de Watteau.

— Renseignements : Office national du tourisme irlandais, 9, boulevard de la Madeleine, Paris 1^{er} (tél. 261.84.26).



The good old days of sail.



(We complete our series of extracts from "Two Years Before The Mast")

While we were carrying the hides to the boat, I perceived, what I had been too busy to observe before, that heavy black clouds were rolling up from seaward, a strong swell heaving in, and every sign of a south-easter. The captain hurried everything. The hides were pitched into the boats, and, with some difficulty, and by wading nearly up to our armpits, we got the boats through the surf, and began pulling aboard. Our gig's crew towed the pinnace astern of the gig, and the launch was towed by six men in the jolly-boat. The ship was lying three miles off, pitching at her anchor, and the farther we pulled, the heavier grew the swell. Our boat stood nearly up and down several times; the pinnace parted her tow-line, and we expected every moment to see the launch swamped. At length we got alongside, our boats half full of water; and now came the greatest trouble of all – unloading the boats in a heavy sea, which pitched them about so that it was almost impossible to stand in them, raising them sometimes even with the rail, and again dropping them below the bands. With great difficulty we got all the hides aboard and stowed under hatches, the yard and stay tackles hooked on, and the launch and pinnace hoisted up, and we began heaving in on the chain. Getting the anchor was no easy work in such a sea, but as we were not coming back to this port the captain determined not to slip.

The ship's head pitched into the sea, and the water rushed through the hawse-holes, and the chain surged so as almost to unship the barrel of the windlass. "Hove short, sir!" said the mate. "Aye, aye! Weather-bit your chain and loose the top-sails! Make sail on her, men – with a will! A few moments served to loose the topsails, which were furled with reefs, to sheet them home, and hoist them up. "Bear a hand" was the order of the day; and everyone saw the necessity of it, for the gale was already upon us. The ship broke out her own anchor, which we catted and fished, after a fashion, and were soon close-hauled, under reefed sails, standing off from the lee shore and rocks against a heavy head

sea. The fore course was given to her, which helped her a little; but as she hardly held her own against the sea, which was setting her leeward, "Board the main tack!" shouted the captain, when the tack was carried forward and taken to the windlass, and all hands called to the handspikes. The great sail bellied out horizontally, as though it would lift up the mainstay; the blocks rattled and flew about; but the force of machinery was too much for her. "Heave ho! Heave and pawl! Yo, heave, hearty, ho!" and, in time with the song, by the force of twenty strong arms, the windlass came slowly round, pawl after pawl, and the weather clew of the sail was bought down to the water ways. The

starboard watch hauled aft the sheet, and the ship tore through the water like a mad horse, quivering and shaking at every joint, and dashing from her head the foam, which flew off at each blow yards and yards to leeward.

The between-decks being empty, several of us slept there in hammocks, which are the best things in the world to sleep in during a storm; it not being true of them, as it is of another kind of bed, "when the wind blows the cradle will rock;" for it is the ship that rocks while they hang vertically from the beams. During these seventy-two hours we had nothing to do but to turn in and out, four hours on deck, and four below, eat, sleep, and keep watch. The watches were only varied by taking the helm in turn, and now and then by one of the sails, which were furled, blowing out of the gaskets, and getting adrift, which sent us upon the yards, and by getting tackles on different parts of the rigging which were slack. Once the wheel rope parted, which might have been fatal to us, had not the chief mate sprung instantly with a relieving tackle to windward, kept the tiller up, till a new rope could be rove.

On the morning of the twentieth, at daybreak, the gale had evidently done its worst, and had somewhat abated; so much so that all hands were called to bend new sails, although it was still blowing as hard as two common gales. One at a time, and with great difficulty and

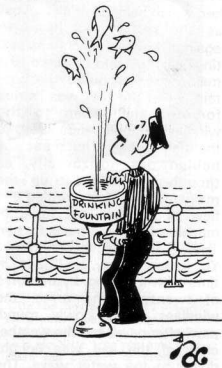
labour, the old sails were unbent, and sent down by the buntlines, and three new topsails made for the homeward passage round Cape Horn, and which had never been bent, were got up from the sail-room, and, under the care of the sailmaker, were fitted for bending, and sent up by the halyards into the tops, and, with stops and frapping-lines, were bent to the yards, close-reefed, sheeted home, and hoisted. These were bent one at a time, and with the greatest care and difficulty. Two spare courses were then got up and bent in the same manner and furled, and a storm-jib, with the bonnet off, bent and furled to the boom. It was twelve o'clock before we got through, and five hours of more exhausting labour I never experienced; and no one of the ship's crew, I will venture to say, will ever desire again to unbend and bend five large sails in the teeth of a tremendous north-wester. Towards night a few clouds appeared in the horizon, and, as the gale moderated, the usual appearance of driving clouds relieved the face of the sky. The fifth day after the commencement of the storm we shook a reef out of each topsail and set the reefed foresail, jib, and spanker, but it was not until after eight days of reefed topsails that we had a whole sail on the ship, and then it was quite soon enough, for the captain was anxious to make up for leeway, the gale having blown us half the distance to the Sandwich Islands.

SAN FRANCISCO

Our place of destination had been Monterey, but as we were to the northward of it when the wind hauled ahead, we made a fair wind for San Francisco. This large bay, which lies in latitude $37^{\circ}58'$, was discovered by Sir Francis Drake, and by him represented to be (as indeed it is) a magnificent bay, containing several good harbours, great depth of water, and surrounded by a fertile and finely wooded country. About thirty miles from the mouth of the bay, and on the

south-east side, is a high point upon which the presidio is built. Behind this point is the little harbour, or bight, called Yerba Buena, in which trading-vessels anchor, and, near it, the Mission of Dolores. There was no other habitation on this side of the bay, except a shanty of rough boards put up by a man named Richardson, who was doing a little trading between the vessels and the Indians. Here at anchor, and the only vessel was a brig under Russian colours, from Sitka, in Russian American, which had come down to winter, and to take in a supply of tallow and grain, great quantities of which latter article are raised in the missions at the head of the bay.

A few days after our arrival the rainy season set in, and for three weeks it rained almost every hour, without cessation. This was bad for our trade, for the collecting of hides is managed differently in this port from what it is in any other on the coast. The mission of Dolores, near the anchorage, has no trade at all; but those of San Jose, Santa Clara, and others situated on the large creeks or rivers which run into the bay and distant between fifteen and forty miles from the anchorage, do a greater business in hides than any in California.



Large boats, or launches, manned by Indians, and capable of carrying from five to six hundred hides apiece, are attached to the mission, and sent down to the vessels with hides, to bring away goods in return. Some of the crews of the vessels are obliged to go and come in the boats, to look out for the hides and goods. These are favourite expeditions with the sailors in fine weather; but now, to be gone three or four days in open boats, in constant rain, without any shelter, and with cold food, was hard service. Two of our men went to Santa Clara in one of these boats, and were gone three days, during all which time they had a constant rain, and did not sleep a wink, but passed three long nights walking fore and aft the boat, in the open air. When they got on board they were completely exhausted, and took a watch below of twelve hours. All the hides, too, that came down in the boats were soaked with water, and unfit to put below, so that we were obliged to trice them up to dry, in the intervals of sunshine or wind, upon all parts of the vessel. We got up tricing-lines from the jibboom-end to each arm of the foreyard, and thence to the main and cross-jack yard-arms. Between the tops, too, and the mast-heads, from the fore to the main swifters, and thence to the mizzen rigging, and in all directions athwartships, tricing-lines were run, and strung with hides. The head stays and guys, and the spritsail yard were lined, and having still more, we got out the swinging-booms, and strung them and the forward and after guys with hides. The rail, fore and aft, the windlass, capstan, the sides of the ship and every vacant place on deck, were covered with wet hides, on the least sign of an interval for drying. Our ship was nothing but a mass of hides, from the cat-harpins to the water's edge, and from the jib-boom-end to the taffrail.

HOMeward BOUND

Sunday, May 15th., one week

out, we were in lat. 14° 45'N., lon. 116° 14' W., having gone, by reckoning, over thirteen hundred miles in seven days. In fact, ever since leaving San Diego, we had had a fair wind, and as much as we wanted of it. For seven days our lower and topmast studding-sails were set all the time, and our royals and topgallant studding-sails whenever she could stagger under them. Indeed, the captain had shown, from the moment we got to sea, that he was to have no boy's play, but that the ship was to carry all she could, and that he was going to make up by "cracking on" to her what she wanted in lightness. In this way we frequently made three degrees of latitude, besides something in longitude, in the course of twenty-four hours. Our days we spent in the usual ship's work. The rigging which had become slack from being long in port was to be set up; breast backstays got up; studding-sail booms rigged upon the mainyard; and royal studding-sails got ready for the light trades; ring-tail set; and new rigging fitted and sails made ready for Cape Horn. For, with a ship's gear, as well as a sailor's wardrobe, fine weather must be improved to get ready for the bad to come. Our forenoon watch below, as I have said, was given to our own work, and our night watches were spent in the usual manner — a trick at the wheel, a lookout on the forecastle, a nap on a coil of rigging under the lee of the rail; a yarn round the windlass-end; or, as was generally my way, a solitary walk fore and aft, in the weather waist, between the windlass-end and the main tack. Every wave that she threw aside brought us nearer home, and every day's observation at noon showed a progress, which if it continued, would, in less than five months, take us into Boston Bay. This is the pleasure of life at sea — fine weather, day after day without interruption — fair wind and plenty of it — and homeward bound. Every one was in good humour; things went right; and all was done with a will. At the dog watch, all hands came on

deck, and stood round the weather-side of the forecastle, or sat upon the windlass, and sung sea-songs, and those ballads of pirates and highwaymen which sailors delight in. Home, too, and what we should do when we got there, and when and how we should arrive, was no infrequent topic.

LATIN VESSELS AT SAN PEDRO

The next Sunday was Easter, and as there had been no liberty at San Pedro, it was our turn to go ashore and misspend another Sunday. Soon after breakfast a large boat, filled with men in blue jackets, scarlet caps, and various-coloured under-clothes, bound ashore on liberty, left the Italian ship and passed under our stern, the men singing beautiful Italian boat-songs all the way in fine full chorus.

No vessels in the world go so sparingly manned as American and English, and none do so well. A Yankee big of that size would have had a crew of four men, and would have worked round and round her. The Italian ship had a crew of thirty men, nearly three times as many as the Alert, which was afterwards on the coast, and was of the same size; yet the Alert would get under way and come to in half the time, and get two anchors, while they were all talking at once-jabbering like a parcel of "Yahoos", and running about decks to find their cat-block.

There was only one point in which they had the advantage over us, and that was in lightening their labours in the boats by their songs.

The Americans are a time and money saving people, but have not yet, as a nation, learned that music may be "turned to account". We pulled the long distances to and from the shore, with our loaded boats, without a word spoken, and with discontented looks, while they not only lightened the labour of rowing, but actually made it pleasant and cheerful, by their music.

A node is as good as a wink

First the minicomputer and now the microprocessor (MPU) have catalyzed the distribution of intelligence by reducing its price. The intelligent terminal and its specialized progeny have been the most ubiquitous developments. Much of today's second generation office equipment is an intelligent terminal with customized or application-specific software. Prior to introduction of these devices, getting processing power into the office required interfacing dumb terminals to a large computer system. Undoubtedly, the minicomputer and MPU-based devices have propitiated the emergence of computer power in the office.

There is a definite difference between decentralized processing (exemplified by stand-alone intelligent terminals, such as word processors without communications) and distributed processing (which implies a network). A true DDP network should include:

Processing terminals that possess functional integrity and a communications interface that enables sharing and partitioning of data bases.

A modicum of memory (e.g., floppy discs) at each node so that it has a stand-alone capability.

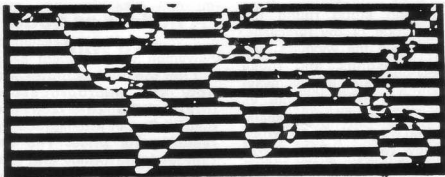
Some form of network control that enables the nodes to function as an interconnected system.

(From a business magazine)

Wedding Bells

A staff union with a difference was solemnised on Saturday, 13th January, when **Con Power** and **Angela O'Hara** of our Agency Division were married.

We wish them both a long and happy married life together.



FLEET NEWS · FLEET NEWS NEWS · FLEET NEWS

"Elm" bound for Denmark

Having discharged motor cars from Hiroshima at Tampa, the "Elm" arrived at Houston, Texas on 6th January to load fertiliser. Due to congestion at the latter port she has been delayed and is not expected to sail until 15th January. The vessel then goes to Fredericia, Denmark where she will be due to arrive on 1st February.

In Denmark the "Elm" will be re-delivered from her present Charterers, Yamashita Shin-nihon of Japan.

"Irish Cedar"

The "Cedar" discharged scrap iron at Pohang, South Korea at the beginning of December and afterwards went into drydock at Shimonoseki where the ship was built in 1976.

Following her drydocking the vessel loaded steel at Kashima, Kimitsu and Kanokawa in Japan. She will be due at Suez on 20th January on passage to Barcelona where she is expected on 28th January.

The "Cedar" will also discharge at Setubal, Dagenham and Immingham. It is expected that the ship will complete unloading at Immingham about 15th February.

"Irish Pine" to Drydock

After loading forest products at a number of British Columbian ports, the "Irish Pine" called at Long Beach for bunkers on passage to London. She went through Panama on 28th

December and will be due at London on 12th January. She will spend six days unloading at London and will then move to Newcastle to continue discharge. Her Continental discharge ports are Rotterdam and Emden where she is expected to complete discharge on 1st February. The ship will then go into drydock but the yard has not yet been nominated.

"Irish Rowan"

Having discharged her general cargo from Antwerp and Scandinavia at the Persian Gulf ports of Dammam, Sharjah and Basra, the "Rowan" then took on bunkers at Dammam. She is now on passage to Port Elizabeth, South Africa where she will load manganese ore for the U.K. and Continent.

The vessel is expected to

arrive at her loading port on 23rd January and should complete and sail on 29th January and arrive at her first discharge port in mid-February.

"Irish Oak"

This vessel loaded steel at Antwerp for Los Angeles and Vancouver on her last voyage and after discharge of this cargo she then loaded forest products at Prince Rupert and Vancouver for Cardiff. The "Oak" passed through Panama on 5th January and is expected to arrive at Cardiff on 19th January. She should complete discharge about 26th January and her next loading port has not been nominated as we go to press.

"Irish Larch"

The "Larch" discharged general cargo loaded at Hong Kong for Rotterdam, Antwerp, Hamburg and Newport, Gwent before loading steel at Antwerp and Middlesbrough for West Coast ports. She sailed from Middlesbrough on 22nd December and passed through the Panama Canal on 8th January. She is due to arrive at Long Beach on 16th January and will also discharge at Oakland and Portland, Oregon.

About 24th January the "Larch" is expected to commence loading forest products at U.S. West Coast and British



The "Irish Oak" on passage to Europe with containers from the Far East.

Columbian Ports for the U.K. and Continent. She should complete loading in mid-February and is expected to arrive at Panama about 26th February on her homeward passage.

"Irish Maple"

This vessel loaded forest products at Vancouver and other ports on the West Coast for London, Rotterdam and Brake. After discharge the ship went to Flushing before sailing for Key West for orders on 16th January.

"Daunt Rock"

Capt. T. O'Connor was relieved by **Capt. B. Kehoe** at Manchester on 9th January and **Chief Engineer P. Morris** relieved **G. Condell** at the same port. The "Daunt Rock" is at present loading wheat at Seaforth Docks, Liverpool for Cardiff.

"Skellig Rock"

This vessel is expected at Waterford on 11th January with grain pellets from Ghent. Her Master is **Capt. D. Mundow** and her Chief Engineer is **J. N. Hayes**.

"Tuskar Rock"

Capt. B. Hearne is Master of this ship which is due to arrive in Derry on 11th January with fertiliser from Szczecin, Poland. Her Chief Engineer is **J. Waters**.

"Fastnet Rock"

This fourth of the sister - ships will shortly be delivered to her owners, Coal Distributors Ltd. and is expected to commence service towards the end of February.

"Lough Beltra"

Capt. B. Byrne is Master of this vessel which is on coastal duty with a survey team under the auspices of the National Board for Science and Technology.

Reciprocating Your Good Wishes

We are grateful for the seasonal greetings and good wishes which we have received from our friends overseas and at home and, in particular, we would like to thank the following regular readers of "Signal" both on our own behalf and on behalf of our colleagues afloat and ashore: **Capt. Tom Glanville** and **Capt. Rowland Woolfenden**, **Mr. James Bennett**, **Mr. Jack Craig**, **Dr. Liam St. John Devlin**, **Mr. Phil Walsh**, **Mr. Felix McCarthy**, **Mrs. Irish of Virginia, U.S.A.**, **Sister Mary** and Pupils of Our Lady of Mercy Primary School, Cahir, **Mr. Tom McHugh** and pupils of Garranbane N.S., Dungarvan and **Sister de Chantal** and pupils, Convent of Mercy, Roscommon.

Guímid rath Dé oraibh agus ar ár léitheoirí uilig sa bhliain atá romhainn agus ins na blianta atá le teacht.

A Supervisor's Prayer

Dear Lord, help me to become the kind of supervisor my management would like to have me be. Give me the mysterious something which will enable me at all times satisfactorily to explain policies, rules, regulations and procedures to my workers even when they have not been explained to me.

Help me to teach and to train the uninterested and dimwitted without ever losing my patience or my temper.

Give me that love for my fellowman which passeth all understanding, so that I may lead the recalcitrant, obstinate, no-good worker into the paths of righteousness by my own example and my soft persuading remonstrance, instead of busting him in the nose.

Instill into my inner being tranquillity and peace of mind that no longer will I wake from my restless sleep in the middle of the night, crying out: "What has the boss got that I haven't got, and how did he get it?"

Teach me to smile if it kills me.

Make me a better leader of men by helping me to develop larger and greater qualities of understanding, tolerance, sympathy, wisdom, perspective, equanimity, mind - reading and second sight.

And when, dear Lord, Thou has helped me to achieve the high pinnacle my management

has prescribed for me and when I shall have become the paragon of all supervisory virtues in this mortal world - dear Lord, move over !!

Recent Engagement

Our congratulations and best wishes to **Ann Byrne** of Irish Continental Line on her recent engagement.



"ITS NOT THE SHIP THAT ALBATROSS IS FOLLOWING - IT'S CONWAYS BEARD"

FLEET PERSONNEL

Deck and Engineering Officers in Order of Rank (as at 9th. January, 1979)

m.v. "Irish Pine" — Captain G. Kyne; Deck Officers: M. McCarthy, D. Coleman, J. Flaherty. Deck Cadets: A. Kingston, J. Whelan; Engineering Officers: P. Bardon, V. Hetherington, J. Farrell-Dillon, P. Conran, W. Delaney, G. Osborne, J. Butler; Electrical Engineer: E. Walsh; Catering Officer: J. Doran; Radio Officer: Mrs. O'Malley; Deck Department: K. O'Malley, P. Fennell, T. Kelly, R. Fawsitt, H. Austin, P. Boland, C. Brady, M. Kiernan, A. Kelly, J. Goyvaerts, T. Christie; Catering Department: J. Kelly, M. Dolan, J. Lloyd, J. Byrne, J. Egan, C. Conran, A. Smith.

m.v. "Irish Larch" — Captain T. Byrne; Deck Officers: M. Purcell, P. Hughes, P. Dignam; Engineering Officers: D. O'Brien, F. Keane, D. O'Loughlin, G. O'Brien, E. Cadwell, M. O'Donnell, D. O'Reilly; Electrical Engineer: P. Murphy; Catering Officer: E. Byrne; Radio Officer: M. Breathnach; Deck Department: D. O'Sullivan, E. Manson, C. Healy, E. Manson, C. Healy, S. Doyle, A. McDonnell, M. Christie, J. Devaney, E. Shortall, J. McGran, G. Blake, E. Delahunt; Catering Department: R. Smith, K. Taylor, K. Whitaker, M. Clarke, A. Mangan, S. Dunne, J. Moore.

m.v. "Irish Elm" — Captain W. Garvey; Deck Officers: J. Whyte, N. Cummins, T. McMahon; Deck Cadets; M. Keatinge, N. Cantwell; Engineering Officers: P. O'Halloran, A. Curran, J. Kavanagh, E. McQuillan, W. Leahy, P. Dolan, R. Tynan, K. Browne; Electrical Engineer: J. Dunn; Catering Officer: P. F. Walsh; Radio Officer, P. J. O'Shea; Deck Department: O. McGrath, F. Sweeney, N. Murrcells, J. McArdle, T. Ryan, E. Judge, H. McClenahan, Pk. Kelly, R. Clarke, J. Macken, P. Kelly, J. Caulfield, N. Warren;

Catering Department: B. Kennedy, A. McDonnell, P. J. Kelly, J. Cunningham, P. Hanrahan, I. Woods, A. O'Connor.

m.v. "Irish Oak" — Captain M. O'Dwyer; Deck Officers: J. Murphy, P. Boyde, R. McCabe; Engineering Officers: J. McVay, J. O'Leary, M. McAneny, O. Mortimer, G. Sheehan, N. Wright, P. Blacklock; Engineer Cadet: D. Potter; Electrical Engineer: T. Moore; Catering Officer: H. Bond; Radio Officer: Miss Sweeney; Deck Department: J. Doyle, P. White, J. Knight, P. Parkes, T. Aherne, R. Scanlon, P. O'Donnell, J. Grace, J. Browne, B. Kerrigan, A. Ward; Catering Department: P. Lumsden, R. Proctor, D. Butler, N. Kennedy, P. O'Reilly, J. Ken-na, P. Byrne.

m.v. "Irish Rowan" — Captain B. Reilly; Deck Officers: J. Moynihan, P. Corcoran, W. Kavanagh; Deck Cadets: T. O'Callaghan, Mary Ruddy; Engineering Officers: R. Tennent, F. Murphy, B. McGinley, M. Flynn, T. Sweeney, J. Hoey; Engineer Cadets: T. Fenlon, M. Keogh, P. Laracy; Electrical Engineer: B. Murphy; Catering Officer: T. O'Connell; Radio Officer: D. Hurley; Deck Department: J. Tallon, J. Whelan, N. Thompson, A. Caffrey, J. Gowan, J. Marry, G. O'Hanlon, P. Leonard, P. Brady, M. Boyle, M. Taylor; Catering Department: T. Kelly, G. O'Connor, J. Buggy, D. Kavanagh, A. Taylor, S. Brennan, P. Kennedy.

m.v. "Irish Cedar" — Captain H. Fiddler; Deck Officers: H. McGowan, A. Flanagan, G. Burns; Deck Cadet: A. Duffy, Engineering Officers: P. Caffrey, L. Byrne, M. Boland, F. McGarry, S. Finneran, F. Hetherington, T. McCluskey; Electrical Engineer: J. Dunphy; Catering Officer: J. Rogan; Radio Officer: M. Power;

Deck Department: K. Maher, P. McDonnell, J. Roche, T. Fitzgerald, K. Kelly, J. Carroll, M. Quinn, B. Coogan, S. Connolly, P. Southam, J. Carey, A. Howard; Catering Department: P. Codd, G. Humphries, J. Brady, P. Nugent, J. Walsh, C. Kiernan, P. Murphy.

m.v. "Irish Maple" — Captain J. A. Gleeson; Deck Officers: P. J. Murphy, M. Kirrane, M. J. Butler; Deck Cadet: A. Jameson; Engineering Officers: A. Bolster, D. Horan, N. McGarrigle, J. O'Flaherty, A. Meaney, P. Good, K. Barry, W. O'Dwyer; Electrical Engineer: M. Kelly; Catering Officer: P. Farrelly; Radio Officer: M. Bergin; Deck Department: J. Griffin, I. Tarbett, D. Hunt, T. Perle, C. Galvin, P. McDermott, F. O'Connell, A. Blake, W. Histon, G. Dent, P. McKenna, C. Conway, M. Larkin; Catering Department: E. Mulready, P. Murray, M. Mulready, C. Dunne, R. Cleare, D. Byrne, M. Quinn.

"Daunt Rock" — Captain B. Kehoe; Deck Officer: B. Coburn; Engineering Officers: P. Morris, O. Mullins; Deck Department: H. McElwaine; P. Murray, M. Carr; Cook/Steward: M. Moody.

"Lough Beltra" — Captain B. Byrne; Deck Officer: D. Elliott; Engineering Officer: B. Kennedy; Cook/Steward: W. Richardson.

"Skellig Rock" — Captain P. Munday; Deck Officer: A. McDermott; Engineering Officers: M. Hayes, D.J. Murphy; Deck Department: P. Duffy, J. Furlong, D. Driscoll; Cook/Steward: T. Mason.

"Tuskar Rock" — Captain B. Hearne; Deck Officers: P. Richardson, D. Meagher; Engineering Officers: J. Waters, W. O'Donovan; Deck Department: J. McGrath, D. Reilly, R. Pullen; Cook/Steward: J. Mulligan.