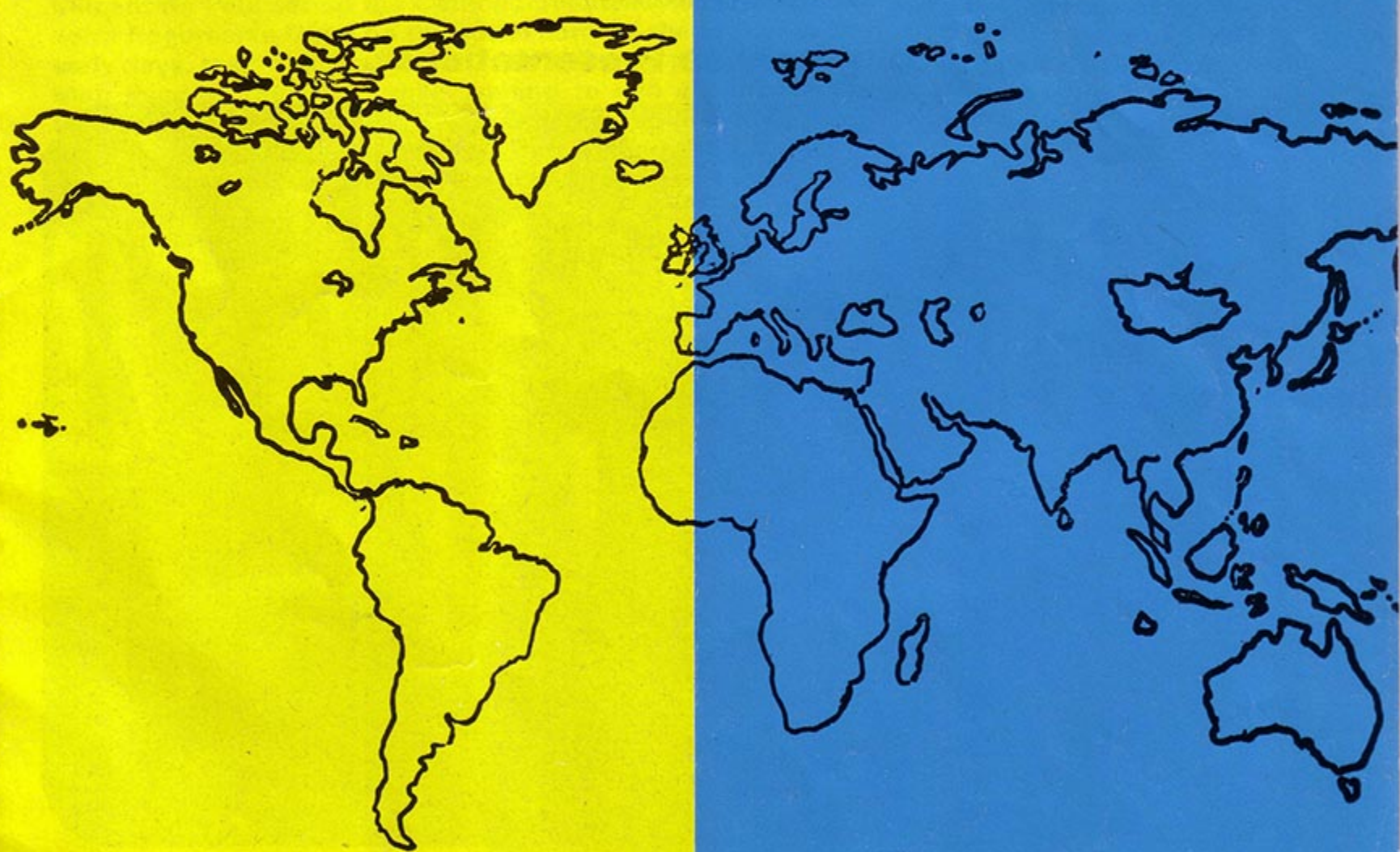


SIGNAL



WEDDING BELLS

Our congratulations and best wishes to **Chief Officer James Whyte** who was married on 27th June to **Miss Catherine Bergin**, Radio Officer of Monkstown, Co. Cork.

Our best wishes for marital happiness also go to **Mary Walsh**, Private Secretary to our Financial Controller, who was wed on 13th September to **Mr. Dermot Kavanagh**.

ACKNOWLEDGMENT

The family of the late Charles McGarrigle, 13 St. Joseph's Avenue, Donegal Town, wish to thank most sincerely the staff of Irish Shipping Ltd. and especially the Master and crew of the "Irish Cedar" for their expressions of sympathy in their recent bereavement.



Recently presented with his 25 years' service award was Mr. James Clinton, Catering Officer, (centre), here being congratulated by Irish Shipping General Manager and Director, Mr. W.A. O'Neill. Mrs. Clinton was also present on the happy occasion to complete this pleasant picture of the presentation ceremony.

Long Service Presentations



This group of staff members recently received their 25 years' service awards from our Director and General Manager, W.A. O'Neill, who is also included in the picture. (L. to R.) Captain M. O'Connell, Captain M.D. Langran, T. O'Driscoll, Miss M. Graham, D. O'Neill, T. O'Connell, W.A. O'Neill, Miss M. Maslin, P. Walker, H. Dowdall, Captain F. Kelly and P. MacGabhann.

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

Vol. 17. No. 4. Autumn, 1980

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

Re-Opening of Dublin Seafarers' Club

In October 1978, the Stella Maris Seafarers' Club at Beresford Place, Dublin, suffered severe fire damage and had to close its doors because of the destruction resulting from the fire.

Due to the hard work of those in charge of the Club, this popular rendezvous for visiting sailors was re-opened recently after two years closure. The Auxiliary Bishop of Dublin, Bishop James Kavanagh, formally re-opened and blessed the very much modernised and refurbished building.

The Club itself dates back to 1910 when the Society of St. Vincent de Paul set up the Catholic Seamens' Institute on Sir John Rogerson's Quay on the south bank of the Liffey. In the early days, the "Sailor's Home" idea was very much in vogue. Men lived at the Club while waiting to join ships or while travelling between British Ports and the Provinces. Indeed, during world War II, mattresses were frequently laid side by side on the floor such was the demand for overnight accommodation.

In 1962 the Club moved north of the river to its present address. While the lot of seafarers had much improved, Dublin was not a pay-off port and travel between the Capital and Provinces was much faster. This is even more true to-day.

Why then a Club for Seafarers? Their lives are lonely, spending long periods of time away from home and family. They are confined to small spaces for long periods and this with the same group of people. Shore leave is short, not leaving much time for going around so they need a place where they know that they will find friends who will understand them, and Stella Maris is happy to fulfil this purpose. Social activities and other facilities are in demand today, and so the Club provides dancing, bar, billiards, table-tennis, library including foreign newspapers, television, chapel, telephones and a small shop. But these are not the important things, what is important is the

welcome they get, the concern they are shown and the fact that they are made feel wanted and at home. The Club aims to become a second home for them where they meet friends who are

willing to attend to their slightest needs. The members are all volunteers and number about forty hostesses and twenty stewards and they run the Club for 365 nights in the year. They have a special commitment and their work is one of concern and hospitality for seafarers. Although the Club tries to be viable their objective is certainly not financial gain. The seafarer then knows that he will receive a friendly welcome. He has implicit trust in the members and knows that he can enjoy the company of and dance with the hostess, he can be assured of reasonable bar prices and get fair foreign exchange rates. The reception steward attends to his telephone calls and these go all over the world. He needs no coins, has no foreign exchange problems, and if his number is unobtainable at once he is paged when it comes through.

Indeed it is most edifying to hear seafarers calling their loved ones and gives the lie to the old saying that a sailor has a wife in every port. Recently a Filipino seaman paid £47 to telephone his wife — an example of true love in this unromantic age. On average 10,000 seafarers are welcomed to the Club each year and they are of all classes, colour and creed and they form a real nightly international gathering. Looking through the



Photographed at the special reception to mark the opening of the newly renovated Catholic Seafarers' Club were (l.-r.) Mr. H. Gilligan, Secretary, Dublin Port & Docks Board; Mr. R. Fay, Chairman, Dublin Port & Docks Board; Most Rev. Dr. Kavanagh, Auxiliary Bishop of Dublin; Mr. J. Leake, President of Stella Maris Seafarers' Club and Mr. Kieran McCarthy of Irish Shipping Ltd.

Visitors' Book, one discovers that they come from places as far apart as Greenland and the Gilbert Islands. The Club's regular work is with the Merchant Navy, but, as the Embassies will testify, they also deal with naval visits when such ships pay courtesy calls to Dublin.

Club activities are not confined to the actual premises. First contact is made with the seamen on their own ground and, of course, an invitation is extended to them to visit the Club. Outings are organised, football matches are played (the Stella Maris have a very good team themselves), hospitalised seafarers are visited and one hundred and one little favours are done to make the seafarer's stay a pleasant and enjoyable one. A further example of the work done by the Club can be found in the case of three foreign seafarers who have been helped to settle down in Ireland. The spiritual side of life is also taken care of, but is never forced upon the visitor. The Club now houses a beautiful Oratory where it is intended to have

evening Sunday Mass. Father Fintan O'Shea, O.F.M., Port Chaplain, celebrates Mass every Sunday on board the B+I ferry which sails to Liverpool. Mass is also celebrated on other ships upon request. Two of the Seafarer Club members are godparents to a 58 year old Dutchman. Baptism was arranged at short notice for a child on a Dutch coaster.

All this work is part of the international organisation called the Apostoleshop of the Sea which has its headquarters in Rome. Its operations are undertaken by dedicated people with very little publicity. As long as the need is there they hope to carry on their work on behalf of the seafarers. The Committee have great ideas for expansion including the acquisition of a minibus to transport seafarers to and from the outlying berths in the port. Their aims are high but their needs are great. They need more financial support; they need more voluntary workers such as stewards and hostesses; they need and indeed, deserve all the support they can get to remain in operation.

On Thursday, 2nd October, 1980, the formal re-opening and blessing took place, and representatives from all sections of the shipping industry were present for the occasion when much praise and admiration was expressed for the magnificent work done in the renovation and modernisation of the premises. Among the many items of interest which adorn the new building is a ship's bell from the lighthouse tender "Granuaile" of 1948 and the Altar table incorporates a ship's wheel from an old lightship of the Irish Lights Service.

RIDER TO THE SEA?



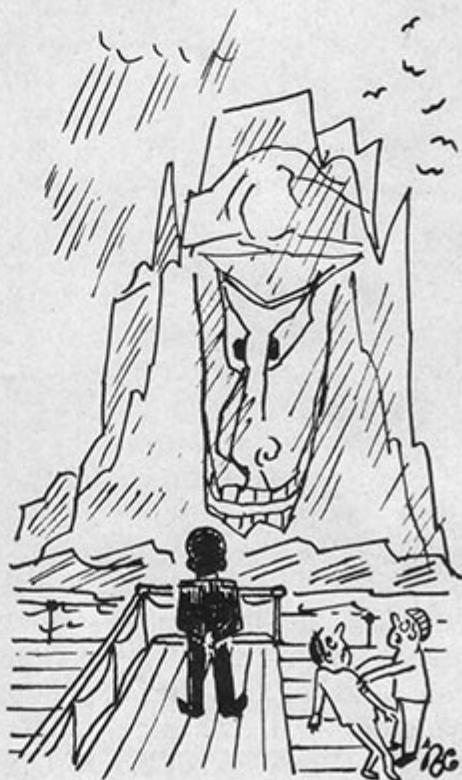
Not really. Just our man on the West Coast.



"HE'S TRYING TO BREAK THE LAND-SEA ROUND THE WORLD RECORD!"

BIRTHDAY GREETINGS

To **Paul Reid**, Deck Cadet, "Irish Larch", for a Happy Birthday on 18th August. With best wishes from Mam, Dad, Fiona and John.



"IT'S ONLY THE CAPTAIN'S REFLECTION IN THE ICEBERG!"

Hobblers recalled

We are indebted to Mr. Paddy "Lyric" Murphy of Ringsend for the following tale of a now almost forgotten craft. "Hobblers" were boatmen who assisted in the berthing of ships at Dublin in days gone by when they set out from Dun Laoghaire and Ringsend to meet incoming vessels. They vied for business and raced to be first to sling their hooks on a prospective ship. a procedure by which they managed to get the contract for the approaching vessel. Such was the competition amongst "hobblers" that they regularly sailed or rowed down the Wicklow coast to be first to "hook" a ship.

DROWNING TRAGEDY

A boating disaster that shocked the people of Dun Laoire and Ringsend was the tragic loss of three young Dun Laoire hobblers in Dublin Bay. The three young men, two brothers Richard and Henry Shortall and their companion John Hughes, sailed from Ringsend in their hobbling boat "The Jealous of Me" between 3 and 4 o'clock on the afternoon of the 5th December, 1934 to sail home across the Bay. The wind on that particular evening was east-south-east, and not a promising looking evening, especially at this time of the year, for crossing Dublin Bay in an open boat. However, they were good and able boatmen, especially in this particular type of boat. The bleak and wintry weather wasn't going to deter these three young men from going home across the Bay to Dun Laoire. They hoisted their lugsail and made very good progress down the river Liffey and passed the Poolbeg Lighthouse before dusk on that fatal evening. The Lighthouse keepers were the last to see them making steady progress towards Dun Laoire Harbour as they sailed out of view and into the dusk of that winter evening. These three young men were most proficient and experienced in crossing Dublin Bay as they had crossed

the Bay several times in similar circumstances. The boat's gear consisted of a dipping lugsail - mizensail and four oars, popularly known as a two ended open hobbling skiff, quite distinct from the Ringsend square stern hobbling yawl. Both carried the same equipment. However, it dawned on the people of Ringsend that a terrible tragedy had befallen those three unfortunate, brave and courageous young men, when their boat was found the following morning, 6th December, 1934, washed ashore outside the Irishtown gate of Ringsend Park. The fourth member of the crew Garret Hughes, who lost his younger brother John "Freckles" in the disaster, owes his life to the fact that he was left behind to collect some money which

was due to them for service rendered to a ship which they had recently moored to the quay wall. The survivor of that hobbling tragedy is still alive and well.

In conclusion, one must pay a tribute to the courage of both the Ringsend and the Dun Laoire hobblers. It certainly was one of the most dangerous of occupations that any young man would wish to participate in. Certainly, no braver men ever ventured into that dangerous Bay than those courageous hobblers, especially in an open boat depending entirely on a lugsail and four oars. Incidentally, some days later the bodies of the two brothers, aged 18 and 20, were recovered in the Bay and they are interred in Deans Grange Cemetery. Unfortunately, their companion's body was never recovered. May they and all those hobblers who lost their lives in Dublin Bay, rest in Peace.

Retirement of Jack McGauley

Surrounded by a large gathering of friends in Irish Shipping, Irish Continental Line and Port Services Ltd., one of our best known personalities, Jack McGauley, received the congratulations and best wishes of his colleagues on the occasion of his retirement on 2nd October last.

As a token of their regard his colleagues in all three companies presented him with a wallet of notes and the formal ceremony was performed by Mr. W. A. O'Neill, Director and General Manager of Irish Shipping Ltd. Mr. O'Neill paid tribute to Jack's kindness during his service with the Company and wished him well in his retirement.

Originally Jack joined the Company as a member of our Dock Office staff before coming to Head Office in 1965 when he took over the duties formerly carried out by the late George Purcell.

During his fifteen years at our Head Office those of us who were closely associated with

Jack will have many happy memories of his good humour and his facility in the use of Dublin dockland's rich vernacular. The phrase "blowing for tugs" to describe the "morning after" condition and "drydocked" for "sick leave" are typical examples of the idiom in which Jack was so highly qualified. His ready wit and his acceptance of life's vicissitudes with quiet resignation are among Jack's special characteristics. His particular brand of home spun philosophy has often helped to put things in their proper perspective.

For his inexhaustible store of anecdotes involving the more exotic of Dublin port's colourful characters; for the consolation of his good humour in times of stress and for the many services above and beyond the call of duty which he rendered to all of us over the past fifteen years we thank Jack McGauley. We wish Jack and his wife good health, long life and every happiness in the years ahead.

WAR TIME FLEET: No. 9.

IRISH WILLOW

Like the war time "Irish Pine" and "Irish Oak", our first "Irish Willow" was built as part of the United States special shipbuilding programme following that country's entry into the first world war in 1917. Built at the yard of the Toledo Shipbuilding Company in Ohio, in 1918, the "Irish Willow" was originally named "Lake Sunapee" for the United States Shipping Board which was established as an emergency fleet corporation to cater for the American Government's shipping needs at that critical time. It was entirely coincidental that this vessel should come into Irish Shipping ownership shortly after the Company had acquired on charter the other two United States vessels. However, the "Irish Willow" did have a very different history from that of the other two American vessels.

In 1923 the original "Lake Sunapee" was acquired by the firm of W. J. Gray, Junior, of San Francisco and was renamed the "Frank Lynch". She remained part of the Gray fleet until 1939 when she was sold to the Greek firm of George D. Gratsos & Co. Ltd., of Athens, who renamed the vessel "Nestor". One year later she was purchased by K. Jurnas of Purnu, Estonia, who renamed the ship "Otto". Other vessels of the Jurnas fleet were, "The Atlas", "Jaan", "Mihkel" and "Peet".

Irish Shipping had entered into negotiations for the purchase or charter of the "Otto" in July 1941 when a number of Estonian vessels lying idle at Dublin were offered for charter. These vessels, which had been berthed at Dublin since August 1940, were the subject of court proceedings through which the Russian Government tried to prevent charter or sale of the vessels by their Estonian owners. The firm of K. Jurnas consisted of a number of Estonian partners and following the occupation of their country by Russia, the whereabouts of some of these partners were not known. Despite strenuous efforts by Counsel for the U.S.S.R., a High Court ruling in Dublin held that the Vice-Consul for Estonia was Trustee for the owners of the ship who were Estonian subjects. The President of the High Court further held that the Vice-Consul and Herbert Martinson, an Estonian subject then resident in Switzerland, were entitled to

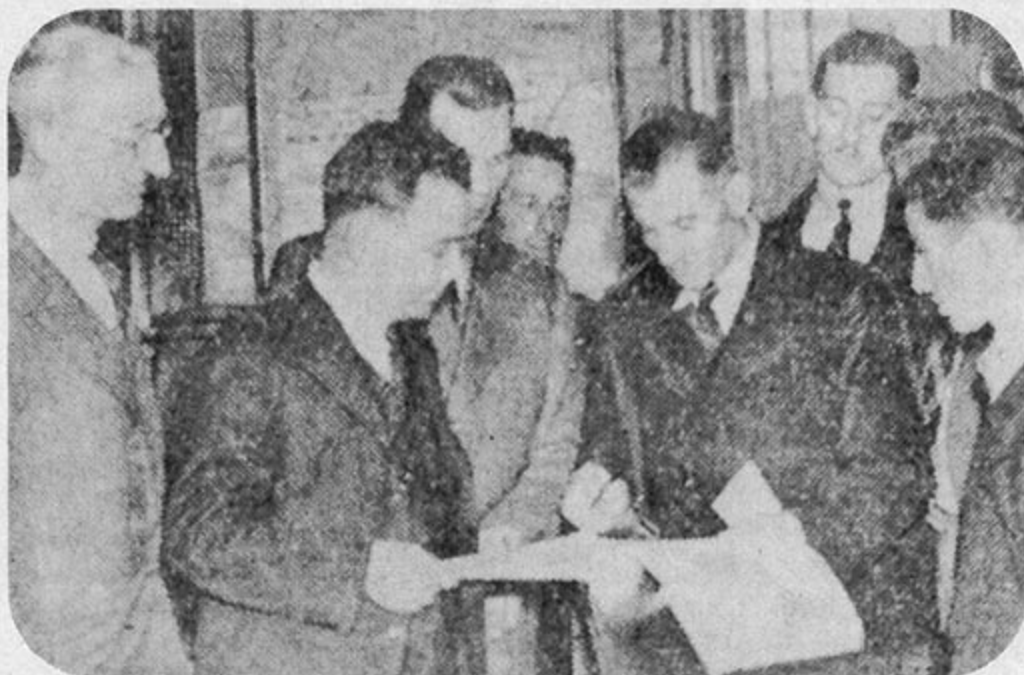
possession of the ship subject to a charter party made to Irish Shipping Ltd. for the duration of the war, and for three months thereafter. The President gave liberty to any owners who might turn up later to apply to have their shares of the ship's

earnings paid to them and he ruled that the Vice-Consul, Mr. John McEvoy, of Upper O'Connell Street, Dublin, was entitled to his costs against the ship.

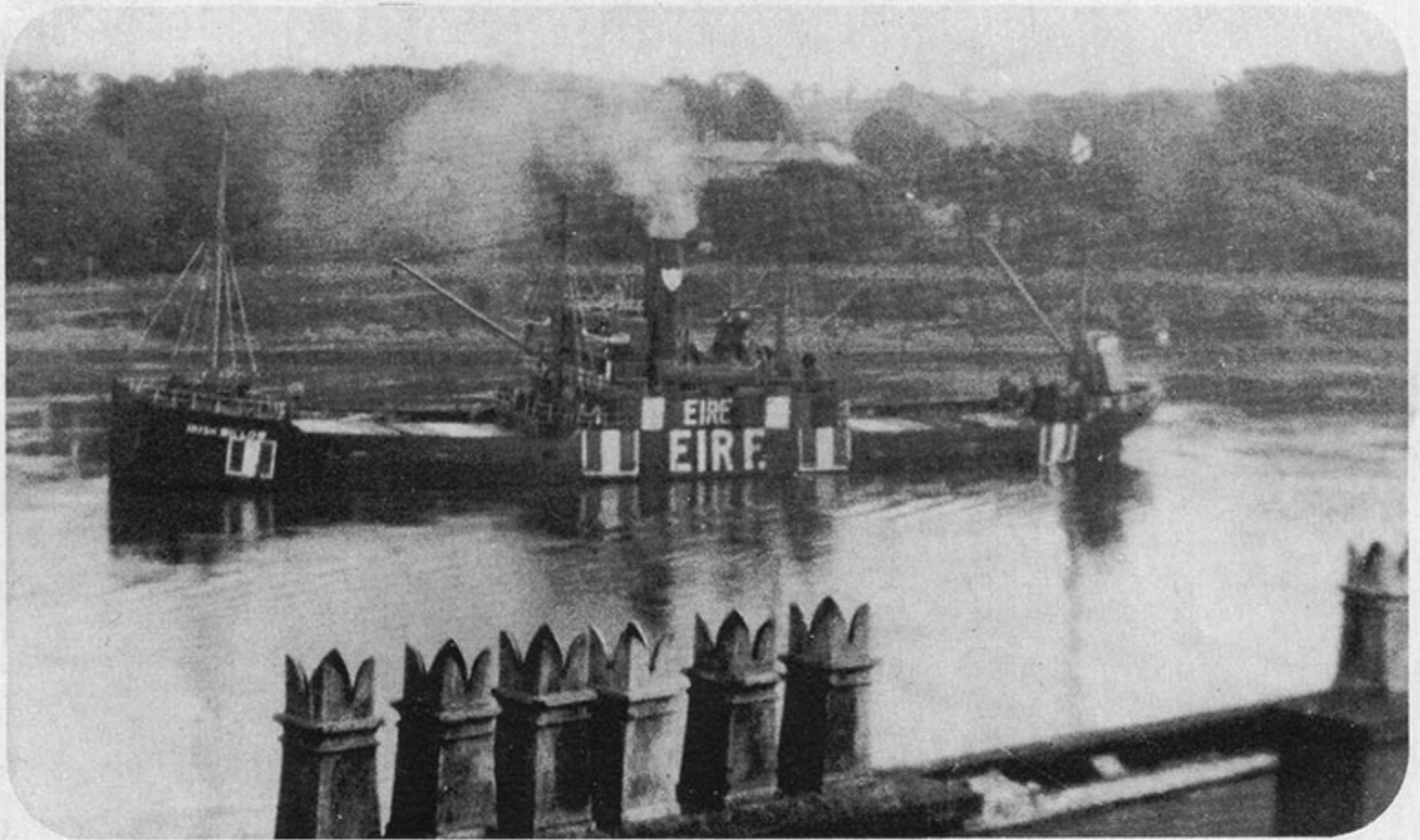
When the "Otto" was eventually handed over to Irish Shipping she was lying at Cobh where Captain Gordon, of Palgrave Murphy Ltd., managers of the vessel on behalf of Irish Shipping Ltd., took delivery of the ship. For the voyage to Dublin the renamed ship was under the command of Captain G. R. Bryan, of Rathfarnham, Dublin, who was then Master of the Palgrave Murphy vessel, "City of Dublin".

FIRST VOYAGE

On that first voyage for the Company the vessel retained her Estonian Chief Engineer, H. Jurgenson and H. Cullen, previously serving on the "Irish Elm", sailed in the vessel as Chief Officer. Other crew members on that historic voyage were Second Engineer, E. Synnot, Third Engineer, M. J. Byrne, Second Officer, V. G. Kinsella and J. A. McLean of Galway also sailed with the rank of Second Officer. Chief Steward was H. J. Foran of Dublin and Radio Officer was W. Harney, of Waterford. On deck were six A.B.'s from Cobh - T. Allen, P.



Capt. J. Milliken, Master of the "Irish Willow", signing on Officers for the ship's next voyage at the Mercantile Marine Office, Eden Quay, Dublin, on 17th April, 1943. On extreme left is Mr. V. de P. O'Connor, Shipping Master.



This picture of the first "Irish Willow" entering Waterford was taken by Mr. Theo Harris, who was living in Waterford during the war years and is now a very active member of the Maritime Institute of Ireland in Dublin. This photograph was taken from the Steamship building which overlooked the old Adelphi Hotel, the chimneys of which are to be seen in the foreground. The Hotel is long since gone. We are very grateful to Mr. Harris for giving us permission to print this historic and interesting photograph.

Allen, E. Allen, J. Barry, A. Hanley and G. Scanell. Firemen were J. McCarthy, J. Curran, N. O'Sullivan and D. Whelan, all from Cobh, with two men from Passage West, namely, D. Murphy and A. Murphy. A further Cobh man, J. McDonald was Assistant Steward on the vessel when she left the southern port for Dublin where she arrived on 22nd October, 1941.

After undergoing extensive repairs at Dublin the "Irish Willow" eventually sailed on 7th December 1941 with Captain R. Shanks, of Belfast, as Master. While in drydock she had been painted with a view to sailing in convoy, but, at the time, there was a possibility that the crew might elect to sail out of convoy and would require to have the flag and the name of the country painted on the ship. Indeed, on the outward passage the "Irish Willow" lost her convoy and the crew were paid a special bonus for the period during which they sailed out of convoy. This was a recognised practice at that time.

After leaving Dublin the

vessel called at Troon, Scotland, for bunkers before heading for St. John, New Brunswick, where she loaded a cargo of grain which she discharged at Waterford. Chief Engineer on that voyage was A. Mitchell of Belfast, with W. A. Treharne of Belfast as Second Engineer and J. G. Patton of Dublin, Fourth Engineer.

Having sailed from Troon on 14th December 1941, the "Irish Willow" arrived at St. John, N.B. on 12th January, 1942, where she loaded her cargo of grain. She completed loading on 22nd January, but it was almost two weeks later when repairs to the vessel were completed and she was ready to sail on the homeward passage. According to the ship's log, a submarine was sighted on the morning of 3rd February off the Canadian coast, but no contact was made with the "Irish Willow" and the remainder of the passage seemed to have been completed without further incident. She arrived at Waterford on 2nd March where she unloaded her

cargo of wheat. The vessel's next voyage was also to St. John for a cargo of wheat for Waterford.

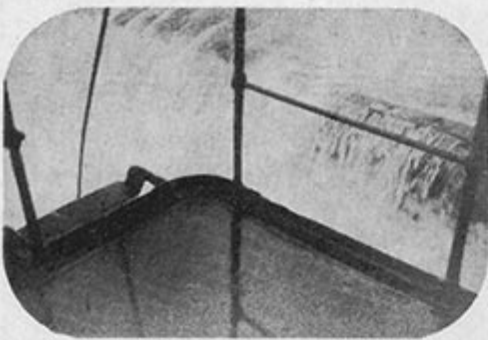
The "Willow" signed on for her fourth voyage under Captain Shanks at Cork on 12th June, 1942, and on this trip her Chief Officer was J. P. Lennon of Bray, and her original Chief Engineer H. Jurgenson rejoined the vessel.

Also on that trip was M. J. Byrne as Second Engineer, E. Farrell as Third Engineer and E. Power of Waterford was Bosun. Her Third Officer was G. W. Gill, of Dublin and she sailed from Cork on 13th June for Barry where she took on bunkers for the voyage. While the vessel was at Barry, H. Mooney was signed on as Fourth Engineer to replace J. G. Patton.

During her subsequent war time career the "Willow" continued to load at St. John for Irish ports and on 7th March, 1943, Captain John Milliken of Belfast took over as Master. Captain Shanks then transferred to the "Irish Beech".

On her next trip Captain

LUCKY DUO



We are indebted to Mr. Harry Mooney, retired Chief Engineer for this picture of heavy seas lashing over the deck of the first "Irish Willow" as she made her way across the Atlantic in 1943.

Milliken was again Master and amongst the crewmembers were a number of men who had narrowly escaped death on the "Irish Pine" and "Kyleclare".

James Brown, a young able seaman from Arklow was formerly a crewmember of the s.s. "Kyleclare" and had made eight trips on that vessel before her final ill-fated voyage in February 1943, when she was torpedoed and sunk in the Bay of Biscay by a German submarine. Young Brown was in fact on board the vessel prior to her departure for her final voyage when he slipped on the accommodation ladder at North Wall, Dublin, and injured his hand. Despite his injury he arrived at the Mercantile Marine Office, at Eden Quay to sign on the vessel, but as the injury became more painful he had to have his hand X-rayed and at 9.00 p.m. that evening he was told that he could not go to sea because of his injury. Two hours later the "Kyleclare" sailed out of Dublin and neither she nor her crew were seen again. Prior to the sinking of the "Kyleclare", James Brown had been on another Irish vessel which sank after collision and he was picked up by another ship in the vicinity of the collision. Two days later the rescuing vessel was sunk by aircraft. In the companion way beside him on the sinking ship, Captain T. Alpin and Edward Kearney of Dublin were killed instantly as the vessel, "City of Waterford", went down. Fortunately James Brown was rescued and was soon back at sea again.

Another lucky member of the



James Brown, Arklow, and Laurence Burke of Clogherhead photographed after signing-on the first "Irish Willow" at Dublin in 1943.

crew of the "Irish Willow" was Lawrence Burke of Clogherhead, Co. Louth who had been on the "Irish Pine" for the voyage prior to her final trip in November, 1942, but did not rejoin the vessel for the ultimate voyage. Remarkably Mr. Burke had signed on the "Kyleclare" for her ill-fated voyage but again had decided not to sail and escaped the fate of that vessel's crew.

Guy Travers Lee, the Chief Officer on the "Willow" was also formerly Second Officer on the "Pine" and missed the ship on her last run only because he was then ashore in Dublin sitting for his Master's ticket which he subsequently obtained.

RE-DELIVERED

In December 1944, Pat Walker, at present with Irish Continental Line and a long serving Chief Engineer with Irish Shipping Ltd., joined the "Irish Willow" at Dublin for a voyage to St. John. On that trip the Master of the vessel was Captain W. G. Gibbons and her Chief Engineer was Mr. MacKenzie, who in the post war years served on the "Irish Holly". Other officers well known to Irish Shipping staff members were - Captain W. Stevens, who was Second Officer on the "Irish Willow" and the late Sean O'Hanlon of Dublin Port &



The "Irish Willow" crew signing-on at the Mercantile Marine Office.

Docks Board, who was Second Engineer on the "Irish Willow".

The first "Irish Willow" was a single deck vessel with a grain capacity of 130,000 cubic feet and a bunker capacity of 400 tons. She had an overall length of 252 feet, a breadth of 43 feet 5 inches and a depth of 18 feet 9 inches. She had a triple expansion engine.

In May 1946, the "Irish Willow" was eventually redelivered to Egon Jurgenson and became the "Veraguas" with Panamanian registry. The vessel continued to trade for a further fourteen years and was eventually scrapped at Tamise, Belgium in July 1960, having had a most eventful career lasting 42 years.



SYMPATHY

We extend sincere sympathy to our Accountant, **Tom Flynn**, on the death of his mother which took place recently.

Mr. John Tyrrell of Arklow with, on right, Mr. Peter Harrison, Surveyor, examining a model of the first "Asgard" during the special Asgard Exhibition held in the Maritime Museum, Dun Laoghaire to mark the building of a new sail training ship to be named after the historic old sailing vessel.

Colleagues honour retired Commodore



During the visit of the "Irish Pine" to Dublin last August, Commodore J.A. Caird was presented with a Music Centre by his fellow Officers on board the vessel. Looking on as Captain J.A. Gleeson makes the presentation to Commodore Caird are (L. to R.) H. McGowan, Captain M.D. Langran, Captain M. Carey, W.A. O'Neill, D. O'Neill, Captain J. Murphy, Captain P. Kelly, Captain E. Greevy, Captain T. Hughes, Captain M. O'Dwyer and Captain P. Farnan.

Support badly needed for Waterford's Maritime Museum

Sad to relate the strenuous efforts made by the promoters and trustees of the Waterford Maritime Museum to establish a permanent home for the many relics of Waterford's magnificent maritime past is meeting with little success due to lack of funds. Disappointment and frustration have been the lot of Iain Farrell, Donal Brazil, Thomas Fewer, Peter Carroll and Anthony Brophy in their bid to evoke a positive response from the business community and citizens of Waterford. As a result of the lack of funds the museum has remained closed this year and unless financial assistance is forthcoming this highly laudable attempt to awaken public interest in Waterford's rich maritime tradition will be frustrated.

In September 1978 the museum was opened at a temporary location provided by the Order of Malta on the first floor of the Central Hall at 123, Parade Quay, Waterford. Plans of the hardworking Committee included the mounting of specialised exhibitions to cover specific aspects of Waterford's maritime history such as displays featuring ships built in Waterford represented by models and pictures. Lectures on maritime topics, exchange of interesting items with other similar museums and essay competitions to encourage an active interest in maritime affairs amongst the youth of Waterford were among the constructive ideas which the Trustees hoped to bring to fruition.

Exhibits

The Museum has already acquired a representative and interesting collection of items including a mahogany and brass binnacle with compass from the pilot cutter, "Uncle Sam" which served Dunmore East from

1895 under the command of Captain Cherry, a local skipper. Spoked wooden wheels from the s.s. "Hermione" which was sunk off Creadon Head near Dunmore East in April 1917 and which were salvaged in 1932 were presented to the museum by Waterford Harbour Commissioners. The Clyde Shipping Company vessel "Conningbeg" which was sunk with all hands in December 1917 is represented among the exhibits by a scale model which was again presented to the museum by Waterford Harbour Commissioners. Items from historic wrecks located in the Waterford area and other items of local maritime interest provide the nucleus of a very fine permanent exhibition.

Finance

Fund raising by the Promoters realised sufficient to cover the initial cost of renovation, lighting, display and other preliminary expenses amounting to more than £2,000. However, the museum costs approximately £20 per week to maintain it in operation and, although last year the museum had an encouraging number of visitors, the venture ended the year with a deficit of more than £500. Direct approaches to local business interests have met with a poor response and it is hoped that the earnest efforts of the Promoters of this worthy cause will be successful in establishing a museum worthy of housing suitable mementoes of Waterford's proud maritime tradition.

"Portlairge"

The following is an extract from the Nautical Magazine "The Syren" dated 18th September, 1907, relating to the dredger "Portlairge" which is still in service. "On Tuesday morning, the 10th instant, the

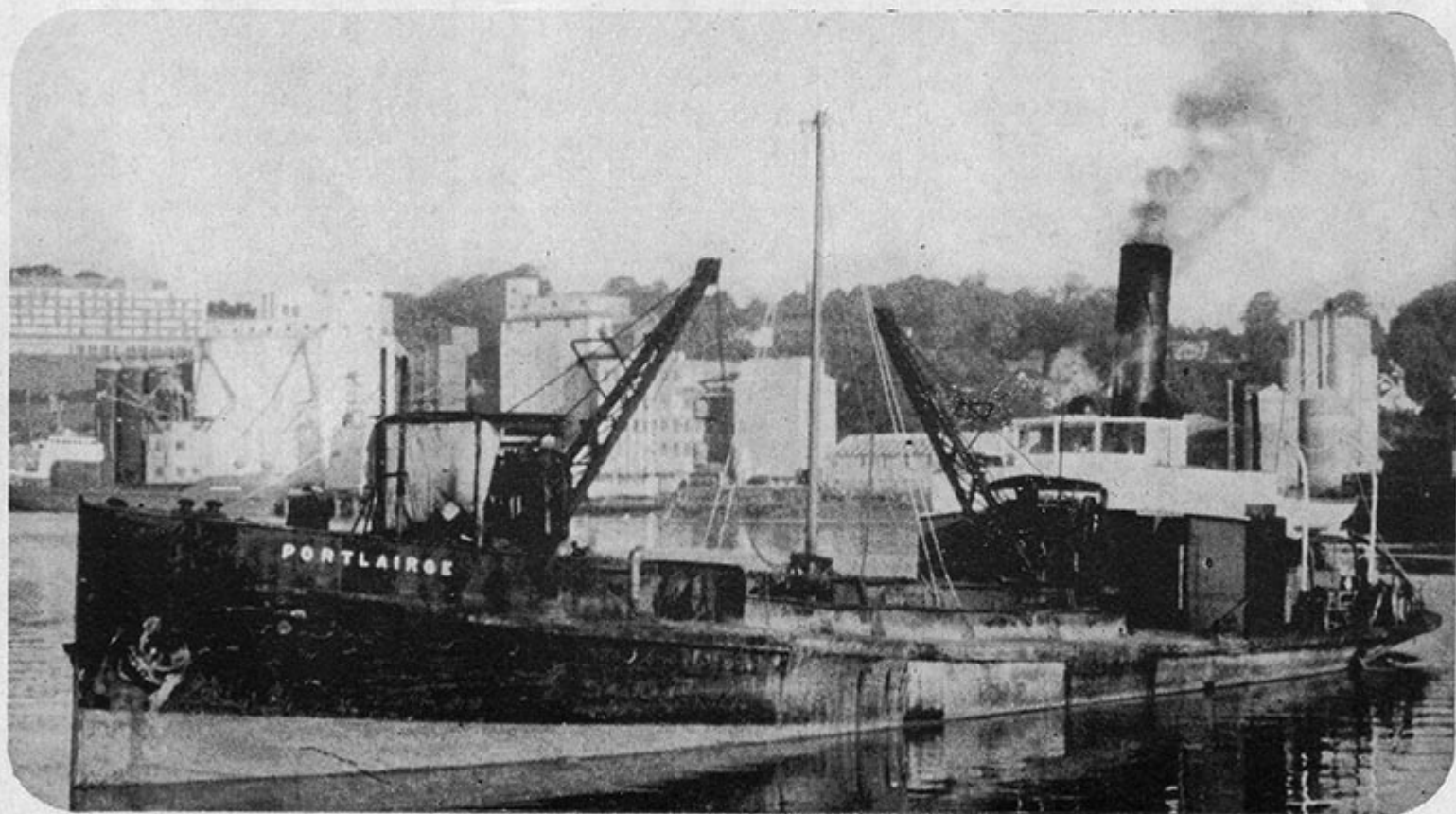
new hopper grab dredger "Portlairge" left the hands of her builders, the Dublin Dockyard Company, for Waterford. The "Portlairge" has been built to the order of the Waterford Harbour Commissioners for the improvement and deepening of the harbour and has been specially designed by the builders to meet the particular requirements of the Commissioners. The dimensions of the vessel are: length, between perpendiculars, 140 feet; beam 29 feet; moulded depth 12 ft. 6 ins.; and she is capable of carrying 500 tons of spoil when floating at her load draft of 11 feet. She is built of steel to the highest class at Lloyds under their special survey, and has additional strengthening on the bottom and other important parts where experience has proved such to be necessary. Of the flush deck type, she is well sub-divided having no less than ten watertight compartments and is practically unsinkable. The propelling machinery is placed aft, and, in order that the vessel may steam well when light in bad weather, a large trimming tank, with a capacity of 50 tons is fitted forward. The tank is capable of being emptied by the engineroom pumps in about 30 minutes, the hopper which has a capacity of 11,320 cubic feet is surrounded by deep coamings and is so situated that when fully loaded the vessel floats at a level draft. The hopper doors are of especially strong build, having cast steel hinges of heavy scantlings with manganese bronze pins, and the whole are so designed as to be readily repaired while afloat. Accommodation is fitted forward for the crew and in the watertight compartment immediately abaft of this is a neat saloon tastefully done up for the Captain and

Officers in adjoining cabins. The dredging machinery consists of two of Messrs. Priestman's powerful grab dredgers, having an outreach of 21 feet and grabs capable of lifting two tons each from a depth of 49 feet from the vessel's deck. These dredgers are mounted on pedestal foundations, to the design of which special care has been given with a view to providing the necessary stiffness and resistance to movement caused by the swinging cranes when loaded. The "Portlairge" is fitted in every department with all the modern appliances for facilitating safe navigation and general efficiency of a vessel of this class. After the powerful steam mooring windlass; combined steam mooring and anchor windlass are forward, and steam winch for working hopper doors, steam steering gear, etc., are also supplied. The exhaust steam from all the deck machinery is returned to an ex-

haust tank in the machinery space and also to the condenser, and when the propelling machinery is at rest the condenser can be circulated by an independently driven centrifugal pump as well as by the ballast pump and a smaller donkey. The propelling machinery, which has been supplied by the well-known engineering firm of Messrs. Muir & Houston Ltd. of Glasgow, is of the high pressure compound type, consisting of a pair of compound engines having 16 inches and 33 inches, with a stroke of 22 inches. The boiler, which is of the return tube type, is 12 feet diameter by 10 feet long and works at 130 lb pressure. Installation of auxiliary machinery is unusually complete, including four different methods of circulating the condenser, as well as an independent air pump, so that dredging operations may be carried on apart altogether from dependence on the main engines and pumps. After filling up the dredgings to her load

draft, the "Portlairge" proceeded to Skelmorlie, where progressive trials were likewise more measured mile, and thereafter a six hours continuous trial was accomplished when a mean speed of 8.6 knots was obtained, or fully half a knot over the guarantee. The dredging trials were likewise more successful, it being found possible for each dredger to make two complete cycles in 1½ minutes when operating at a depth of 40 feet, and it was particularly noticeable that when both dredgers were operating over the same side of the vessel that the angle of heel was quite inappreciable. On taking delivery of the vessel, Mr. Allingham, Secretary of the Waterford Harbour Commissioners, and Mr. Friel, Harbour Engineer, under whose superintendence the vessel has been built, expressed themselves thoroughly satisfied with the vessel in all its details and with the manner in which the contract had been carried out".

73 years and still going strong



A recent photograph of the "Portlairge" in service on the river Suir.

NEWS from Irish Continental Line



SKAL CONGRESS

I.C.L. General Agents have been circulated with details of a special promotional fare introduced by I.C.L. exclusively to assist delegates travelling to attend the 1980 World SKAL Congress in Dublin from November 8th to 14th next.

I.C.L. BACKS C.B.S.I. 'EXPLORER BELT' VENTURE

Boy Scouts, all members of the Catholic Boy Scouts of Ireland, travelled this summer to Normandy to take part in the International 'Explorer Belt' scheme.

This was the first occasion for Irish Boy Scouts to participate in the International scheme, the visit to Normandy being made possible through the assistance of I.C.L.

'MOTORWAYS' SAILS AWAY

Ace Rally Driver, Rosemary Smith, along with her co-presenter Paddy McClintock,

sailed with their R.T.E. 'Motorways' production crew to film a half-hour programme on Continental motoring holidays.

This highly popular television programme, which contains interviews with passengers about their driving experiences abroad, was shown on R.T.E. 2 television.

YACHTSMAN RESCUED

One Englishman who was delighted to meet several hundred Irishmen was a yachtsman rescued by the 'Saint Patrick' when his Catamaran got into difficulties near Cherbourg recently.

The rescue, mounted by Capt. Ronald Gordon and Chief Officer Philip Cowman, took place when the Catamaran's mast broke and fell injuring the yachtsman's hand.

After being taken on board the 'Saint Patrick', the yachtsman was later winched off by helicopter and brought to

Cherbourg for treatment. The Catamaran was recovered by the Cherbourg lifeboat.

TESTING TIME

For one young Co. Down girl, a student at The High School, Dromore, June 23rd was a 'testing' time on Irish Continental Line.

Booked to sail with a school group to Cherbourg, she found the date clashing with her scheduled 'Principles of Accounts' examination.

However, with a little help from I.C.L. and the relevant authorities, arrangements were made for her to sit the exam at sea.

I.C.L. PRIZE FOR YOUNG HOME ECONOMIST

Under a joint sponsorships arrangement with Bord Iascaigh Mhara, Irish Continental Line will offer a winner's prize in their 'Young Home Economist' competition to be organised by B.I.M. among second level schools this year.



A group of 80 women, each representing member clubs of the Irish Federation of Women's Clubs, recently travelled as guests of Irish Continental Line on a mini cruise to Cherbourg where a coach tour of the area was provided. Our picture shows a number of the party at Rosslare Harbour prior to boarding the "Saint Killian".

Annual Conference of General Agents



The number of additional American tourists to Ireland next year is expected to rise to 30,000 as a result of the Eurailpass rail rambler ticket being extended to include CIE and Irish Continental Line Services. This estimate was made by Mr. Paul O'Shea of New York, Irish Continental Line's new North American agent, at the Annual Conference of ICL General Agents from Europe and North America recently. Picture shows the agents with Mr. Aubrey McElhatton (seated 2nd left), Managing Director ICL; Mr. Frank Carey (standing right), Passenger Sales Director, ICL; Mr. Paddy Murphy (standing left), Passenger Sales Representative ICL.

CREDO PILGRIMAGE

The I.C.L. service has often been used as a convenient route for pilgrims travelling to various parts of Europe. But, recently, the reverse was the case when 60 members of CREDO, a French religious association, travelled to Rosslare to follow the footsteps of Pope John Paul II during his visit to Ireland last year.

From Rosslare they travelled to Dublin, where they heard Mass and made a visit to the Phoenix Park Papal site. Then the party travelled to Drogheda, Maynooth, Clonmacnoise, Knock, Galway, Limerick and heard Mass at Drogheda, Knock, Galway and Limerick before returning to France.

PHOTO CALL

A keen German amateur photographer, Miss Cosima Hess, travelled by Irish Continental Line this Summer as

part of a prize won in a competition entitled 'Images of Ireland'.

The competition was jointly sponsored by the Irish Press, the National Tourism Council of Ireland and Kodak Limited.

EU PILGRIMAGE

Two pilgrims from the Dublin parish of Our Lady of Lourdes, accompanied by the Archbishop of Dublin, Dr. Dermot Ryan, last month sailed on the "Saint Killian" to Le Havre en route to Eu in Normandy.

The purpose of the visit was to take part in ceremonies commemorating the 800th anniversary of the death of St. Laurence O'Toole, who died in Eu whilst on a mission of peace.

The group were joined by the official photographer of the Catholic Press and the R.T.E. film crew recording for the "Radharc" programme.

TOP CHEFS THEO AND JOHN

Congratulations to Theo Dunne and John O'Neill, two of

the Chefs on the "Saint Patrick", who won third prize and a bronze medal in a gastronomic competition organised by Cherbourg Chamber of Commerce.

When it is considered that some 75 top French chefs from Paris and elsewhere competed in the event, the achievement of Theo and John is all the more remarkable. It's hardly any wonder the food on I.C.L. ships is always the subject of compliments.

FREIGHT NEWS

On the freight side, business could be better, according to Freight Manager Declan Mescall, but he was able to announce a major contract for the shipment of 4,000 tons of steel from France from now until the end of the year.

Working in conjunction with transport, J. Rave S.A., one of France's largest freight organisations, I.C.L. will carry in total 150 unaccompanied loads.

which are consigned to the Steel Company of Ireland in Dublin.

Previously such large loads were carried on conventional lolo ships. It is also the first time Transport J. Rave S.A., have shipped cargo to Ireland.

WEST KERRY CO-OP

Mixing business with pleasure last Summer was Mr. Michael MacGiobuin, the Manager of the West Kerry Development Co-op, when he travelled to France by I.C.L. with his family.

Taking the opportunity of bringing his family on holiday, he also arranged a heavy business schedule in the form of a familiarisation tour around five Brittany Co-ops.

There is a striking similarity between West Kerry and Brittany, in terms of poor land, low population, and both being coastal regions. However, the French Co-ops are more advanced than our own, so the visit aimed to check on developments in Brittany and on their planning for the future and to analyse where such information could be of benefit to West Kerry.

French Strike

The strike of French fishermen which interrupted shipping services to French ports from 12th to 26th August created many problems for I.C.I. Despite the inconvenience caused by the strike, a ferry service to the Continent was maintained by both the "Saint Patrick" and "Saint Killian" which were diverted to Rotterdam when these vessels were unable to gain access to their French ports of Le Havre and Cherbourg. It was inevitable that tourists would be inconvenienced as a result of the French dispute and that Irish Continental Line would be criticised no matter how diligently the Company sought to overcome its operational problems. However, those who fully appreciated the difficulties involved in maintaining a passenger service were generous in their praise of the untiring efforts of Captain Coleman Rafferty, Operations

Manager, and his staff. Press tributes were also paid to the work done by the Company's Operations Department and by the Traffic Controller at Rosslare, Mr. Gerry Meyler.

FRENCH YACHTSMEN

Over 200 French yachtsmen and women travelled Le Havre/Rosslare recently on a mini cruise which included the A.G.M. on board of their National Yachting Association, called the Syndicat Nationale de Navigateurs Plaisance.

During their brief stop-over in the South-East, the group attended a small reception in a Wexford Hotel, where they were greeted by members of the local Wexford Sailing Club.

The group were accompanied by a television film crew and a number of journalists representing prominent French newspapers and yachting magazines.

IRISH COUNTRY HOMES DEVELOPMENT

In a move designed to improve self-catering holiday facilities for Continental tourists to this country, Irish Continental Line has further diversified its operations by becoming the major partner in a company called Irish Country Homes Limited.

Already, this company is constructing seventeen country homes, representing the first phase of a £750,000 development, at Ballinglanna in West Cork.

The development, which will eventually comprise 24 high quality 4-bedroomed bungalows, is located four miles from Clonakilty and is adjacent to Kinsale and Courtmacsherry. Each bungalow has an uninterrupted view of the sea and receives maximum sunlight during the day, with the entire area



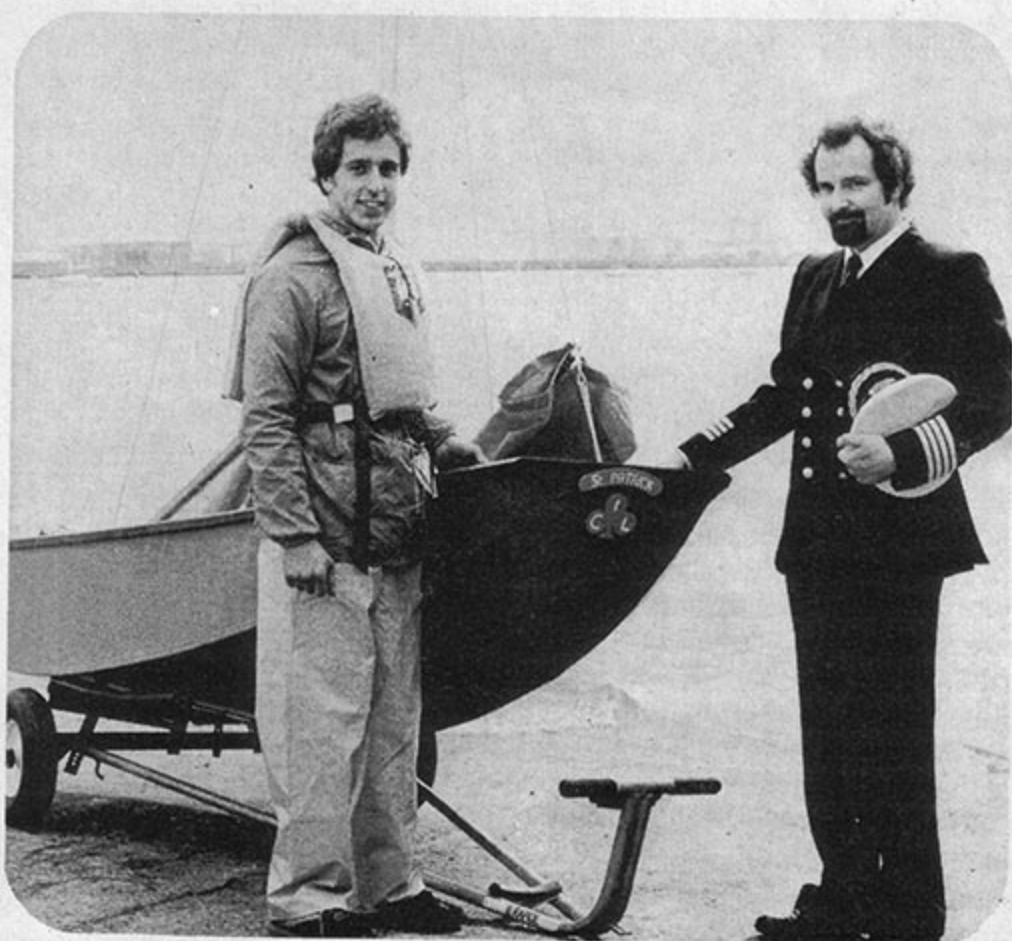
Pictured at Rosslare before departing for Le Havre on the "Saint Killian" for a tourism workshop is part of a group of Irish tour operators accompanied by Dave Douglas (left), Passenger Sales Representative, Irish Continental Line and Louis O'Toole (2nd left), General Manager, Ferry Tours. As guests of the French Government Tourism Organisation, they discussed the possibilities of further increasing the package tours to the Normandy region from Ireland.

landscaped.

Each home, valued at £45,000, includes a master bedroom and three smaller bedrooms, a spacious hall, living room, fully equipped kitchen/dining room and a utility room. The bungalows are grouped in sets of three, sharing a third-acre of communal parking and recreational areas.

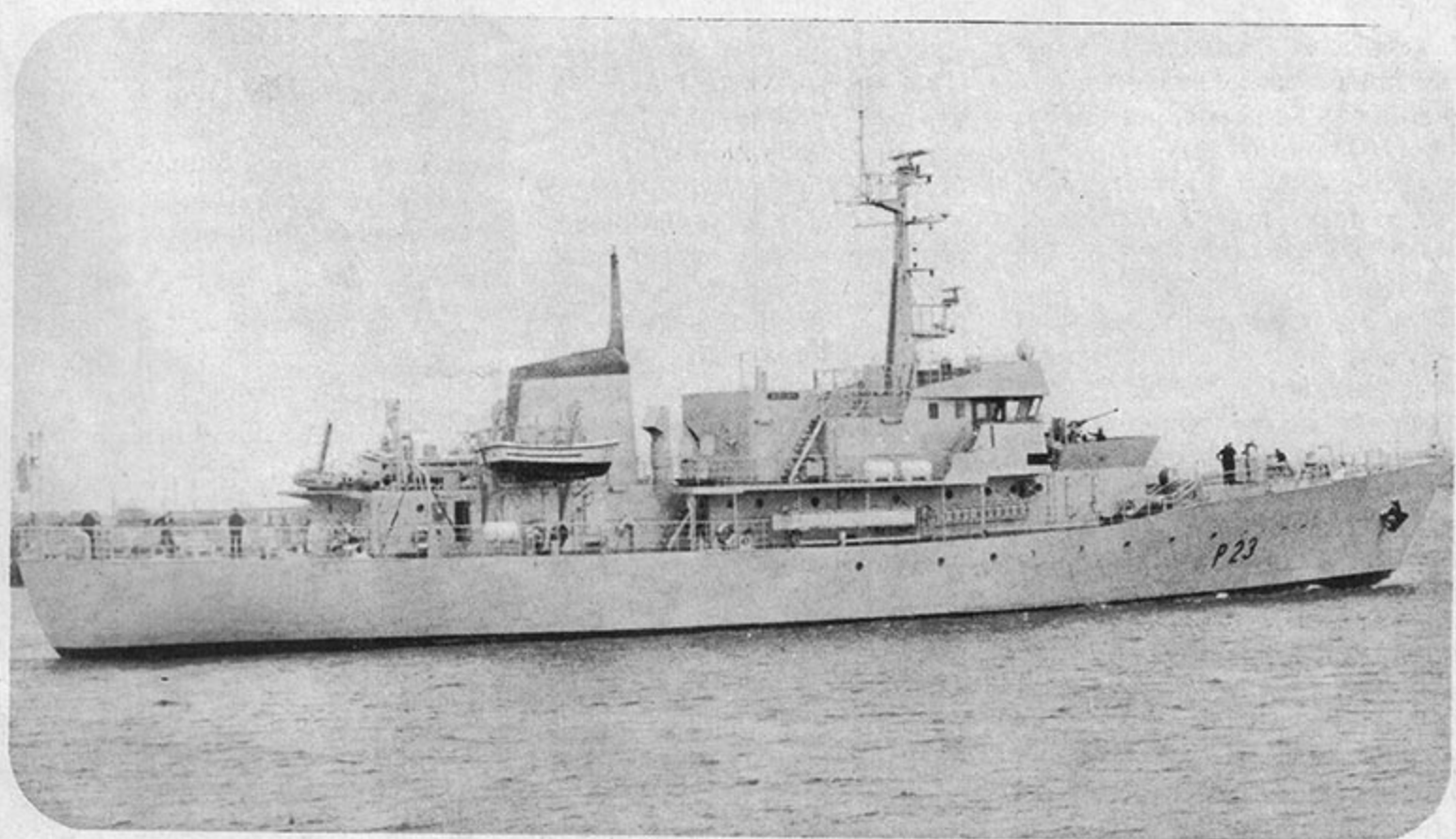
An unusual feature of the sale of the Ballinlanna homes is a renting-back arrangement, whereby the homes would be rented to holidaymakers and so bring a financial return to the purchasers. To encourage Continental purchasers, low cost finance arrangements have been finalised with a number of Swiss banks.

It is also the intention of the developers to select and develop other sites in prime tourist areas. In addition to Irish Continental Line, the other main partners in Irish Country Homes Limited are Charlie Cullinane of West Cork Travel and Fred Tanner, a Swiss businessman.



A Mirror Sailing Dinghy, sponsored by Irish Continental Line and called the "Saint Patrick", was presented to the 145th Scout Troop of North William Street, Dublin, as part of the Junior Chamber Inner City Sailing project launched recently. At the handing over ceremony which took place at Clontarf were (left) Mr. Liam Farrelly, 145th Scout Troop Leader and Captain Philip Cowman, Master of the "Saint Patrick" car ferry.

Naval Vessel on Maiden Voyage



The naval vessel "L. E. Aisling" pictured during her recent visit to Dun Laoghaire on her maiden voyage.

An Anchorsmith and his memories

Not far from our Head Office and close by the present site of the Tara Tower Hotel there is an old graveyard in which the tombstone of one, William McCormick, an Anchorsmith of Dublin can be seen. We thank Mr. Desmond Spillane, Art Editor of the Irish Independent for his permission to reproduce the following imaginative contribution which purports to be William McCormick's recollections of a craft and an era which are both long since past.

"The world was a very different place when I learned my trade in the Dublin of long ago. Well over two hundred and fifty years ago it was – and that my friend is more than a quarter of a millenium! It was so long ago that very few people today even know that my craft ever existed.

An anchorsmith, that's what I was. I was a good one too, and proud of my work. And it was very heavy work, skilled, demanding and very necessary. Yet it was one of the first traditional crafts to become redundant and obsolete.

But that was not until half a century after my death, when the industrial revolution with its new power and new processes enabled men and machines to forge steel anchors of unyielding strength.

Small and stockless, these new things hardly seem like real anchors at all to me, yet I know they will hold fast and safe in all conditions. And I must admit that is more than we can truly say of the anchors we sweated to make.

In my day even the best anchors might have a hidden flaw, and could fail when the real test came. Not that our Dublin forged anchors were any worse than the rest. Indeed they were a sight better than most, even if I am the only one left to say it.

It was the iron and the welding, you see; the metals, and the forges of our time were far from perfect, and all too frequently the anchor shank would part from the crown, or the square from the shank, or the shackle-ring from the square.

I don't need to explain to you how this would lead to a disaster. Many a fine ship left its hook stuck in the bottom when attempting to weigh anchor even in fine weather – and many a brave crew was lost when the sheet anchor failed in foul weather.

Yet, we did our best. We worked as well as we knew how, conscientiously and carefree. Blinded with hindsight, you may not be able to understand, but I assure you we had great skill and good reason to be proud of the work we did. And many a fine vessel and brave crew owed their lives to my anchors. Incidentally, I hear that a fine ship's anchor, long-shanked, typical of the kind we used to make, is preserved in a place of honour in Greystones, Co. Wicklow.

You may smile at my foolish pride in work you may judge to be inadequate. But you can be sure than in fifty years from now your own craft, and your vehicles, your aeroplanes, your television, your computers, and all the rest of your modern magic, will be superseded too, and your life of today will then seem as primitive as mine of yesterday.

My yard and smithie were at George's Quay in the very heart of Dublin docks. I wish you could have seen the city as it was in my day, with its tall forests of bristling masts and bowsprits, with their spider – webs of ropes and cables and hawsers and stays. And all about was the hustle and bustle of the dockers and the carters and their horses, and cracking of whips and the shouting, the clatter of iron

tyres, and the ringing of shod hooves striking sparks from the granite sets.

Moving disdainfully through it all were the gentry in their fine carriages or their smart traps and cabriolets, or astride their handsome riding horses, or in bright sedan chairs borne by burly men-servants.

The road traffic of course was lighter than today's ponderous progress of closed-in cars and enormous lorries with noisy engines and obnoxious exhausts. But it was quicker and livelier, active and varied, and often delightfully chaotic. And if our roads had their smells they were honest natural smells, and not the poisonous stinks of today's polluted and suffocating streets.

And the river traffic, you wouldn't believe it how busy it was. From my gate on George's Quay you could count the vessels by the hundred. There were ships and schooners, barques and cutters and sloops, ketches, yawls and fifty-seven other varieties, without even counting the fishing vessels that swarmed like sprats and sprawled from Ringsend all up along the river.

I had a good trade, and so had my competitors, for there were about a dozen of us all told. And yet the rope walks seemed busier than we ever were; they just couldn't lay enough ropes and cables and hawsers, and lines and sheets and cordage of every description, to satisfy the demands of the seafarers.

But I think the real money was in sailcloth those days. Sailcloth was sold daily by the rood and it might be measured by the acre after a storm. And the profit from a new suit of a barque might pay for a new carriage for the master-sailmaker from Hutton's new coachworks in Summerhill.

Still we anchorsmiths had no complaints. We had all the orders we could handle, we charged reasonable prices, we did our work honestly and well, and we made a fair profit and a decent living.

I was born in AD.1700, nearly

three centuries ago. I lived four years beyond man's allotted span, and I died on the 18th September in the Year of Our Lord 1774, exactly two hundred and six years ago this year. Mine was a long and comfortable and happy life in a very different Dublin from yours, and for all your centuries of progress I would not choose to exchange lifetimes with you.

Because I love the sea, and spent my life in the service of its servants, I was buried in a beautiful graveyard miles away from the city. It was away down along the Merrion Strand on the southern coast of Dublin Bay and only a few yards from the murmur of the waves at high tide.

There I found peace – until your 20th century Dublin came sprawling outwards to engulf my quiet resting place. Now you cannot even see my little graveyard unless you search for it, and I can no longer see or hear the waves. For we are hemmed in and hidden by a garage and an eight storey hotel. And I think that is such a pity for even if I am two hundred years dead I am still the only anchormith left and there will never be another. My gravestone still stands there and if you can climb over a wire fence you can read my modest epitaph – and you won't forget the little prayer, will you?"

Deck and Engineering Officers Ashore as at 13th October, 1980

Masters: T. Byrne, P. Murphy, J. Gleeson, M. O'Dwyer, D. Mundow, P. Farnan, B. Garvey, R. McMahon, J. Ryder.

Chief Officers: H. McGowan, J. Moynihan, M. Purcell, P. Kehoe, P. Murphy, E. Curry, M. Brennan, P. Hughes, P. Richardson.

Second Officers: D. Elliott, G. Hopkins, D. Devenney, G. Farrell, B. Goyvaerts, T. McMahon, J. Flaherty, J. Bourke, R. McCabe.

Third Officers: N. Myles, F. Britton, T. O'Callaghan, A. Jameson.

Chief Engineers: D. O'Brien, N. O'Neill, E. Kealy, D. Gerety, J. Denham, J. Reynolds.

Second Engineers: D. Moran, M. O'Leary, J. Keane, P. Conran, A. Curran.

Third Engineers: J. Cummins, B. Kelleher, F. McGarry, P. Gunning, O. Mullins, O. Mortimer, J. Coulter.

Fourth Engineers: T. Sweeney, K. Barry, G. Sheehan, D. O'Reilly, J. Murphy, E. Burke.

Junior Engineers: P. Kealy, D. Nolan, M. Calvert, D. Potter, J. Tyrrell, P. Dolan, G. Osborne, S. Finneran, W. Morris, P. Good.

Electrical Engineers: J. Warren, C. Murphy, M. Kelly, J. Reid.

Catering Officers: G. McGovern, P. Walsh, U. Maher, J. Clinton, B. Dorgan, J. Doran.

Deck Cadets: B. Briscoe, B. Clarke, B. Geary, R. Hickey, G. McMahon, K. Treacy.

Patsy Kelly retires

One of the best-known men in the port of Dublin, Mr. Patsy Kelly has retired. After a lifetime of service in the deep-sea stevedoring side of port activities, Patsy got a well-deserved send-off from all his friends who turned up in force to honour him at a special function the Clarence Hotel. The main purpose of the function was to make a presentation to Patsy on behalf of his long standing friends in Irish Shipping, a task very well performed by Mr. Clem Kinsella. In doing so, Mr. Kinsella paid handsome tribute to Patsy for his many fine qualities and for the work he had done on behalf of Irish Shipping over the years. Patsy's long association with I.S.L., his out-

standing family record of service at Dublin port and the lasting friendships he had made in his years as Foreman Stevedore were all reflected in the large attendance to honour him on that special occasion, said Mr. Kinsella. Among those present was Capt. J. P. Kelly, retired senior Master with I.S.L. and one of Patsy's many sea-faring friends. Having had the privilege of knowing Patsy since his appointment as Foreman Stevedore with Irish Shipping, we have personal experience of his good humour and his vast knowledge of port affairs. We wish him many many years of health and happiness in his well-merited retirement.

Congratulations

To **Eugene Curry** on obtaining his Master's Foreign-Going Certificate;

To **Noel Cummins** on obtaining his Mate's Foreign-going Certificate.

To **Gerard Burns** on obtaining his Mate's Foreign-going Certificate.

To **James Flaherty** on obtaining his Mate's Foreign-going

Certificate;

To **Dermot Meagher** on obtaining his Mate's Foreign-going Certificate;

To **Robert McCabe** on obtaining his Mate's Foreign-going Certificate.

To **Thomas Kennedy** on obtaining his Second Class Motor Certificate;

To **James O'Flaherty** on ob-

taining his Second Class Motor Certificate;

To **Patrick Richardson** on obtaining his Command Endorsement Middle Trade Certificate;

To **P. O'Neill** on obtaining his E.D.H. Certificate;

To **R. Larkin** on obtaining his E.D.H. Certificate.

THE WOODVEN WALK by



"I'M NOT GOING TO WALK THAT PLANK — ITS FULL OF WOODWORM."

Concise Eloquence

"Of all eloquence a nickname is most concise: of all arguments the most unanswerable." This view has been attributed to the late great William Hazlitt, English essayist and critic, and a man who should know what he was writing about. Certainly the examples which most of us will have encountered either in childhood or in second childhood generally live up to Hazlitt's description. Nicknames can sometimes be funny, that is if they belong to someone else. They can sometimes be cruel and, indeed, they can also be

kindly, but almost always they are apt. Perhaps nowhere is the use of nicknames more widespread than in and around the Dublin port area where many of its better-known characters would scarcely be recognised if they were referred to by their proper names. It was our pleasure recently, to be presented with the accompanying selection of dockland nicknames by Mr. Paddy Murphy of Ringsend who, himself, rejoices in the nickname "Lyric". Because many of the nicknames listed relate to men who have

either served on Irish Shipping vessels or are closely related to Irish Shipping personnel we are grateful to Paddy for letting us place them on record.

Of course, the origins and usage of nicknames is a most absorbing subject for study. For example the nickname "Nobby" is one of the most familiar and its relationship with the surname of Clarke is universally recognised. The origin of "Nobby" refers to the appearance of clerks who were, in olden days, required to dress like one of the gentry or "Nobs" despite the fact that such clerks were very badly paid. Other familiar nicknames associated with particular surnames are: "Chalky" for a person named White; "Spud" for a person named Murphy and "Dusty" for a person named Miller, because the latter was traditionally regarded as normally covered in dust.

Seamen too are very partial to the use of nicknames with the more common "Chippy" for Carpenter; "Sparks" for Radio Operator and "The Old Man" for the Master, etc.

SURNAMES

Coming to the use of surnames, particularly Irish surnames, we find that the meanings of these can be very illuminating. We all know that the O's and Mac's in their Irish form mean simply "from" or "son". And with that knowledge we are enabled to figure out the origin of many of the more common surnames in present day use. A very good example of this can be found in the name O'Higgins which means descendant of Uige, an old Gaelic term for 'knowledge, skill or ingenuity'. Other interesting names in this respect are O'Connell — descendant of Conall, meaning 'high or powerful'; O'Neill — descendant of Niall, meaning 'champion'; O'Regan — descendant of Riagan, meaning 'little king'. The name Nevin is from the Irish Naomhin or "little Saint". If we examine other familiar names we will find that the name Caird is taken from the Irish "Ceard"

meaning a 'craft'; Murphy means descendant of Murchadh or 'sea warrior'; O'Shea means 'stately' or 'majestic' from the Irish "Seaghdha" and Reilly means descendant of Raghallach or 'valiant'.

To further whet your appetite

for this sort of thing the following Christian names and their meanings may be of interest — Dermot means "freeman"; Michael means "who is like God"; Bernard means "warrior"; Vincent means "conquering"; Edward means "treasure" and

Stephen means "garland".

Acting on the principle that "you should leave them while they are still interested" we list on this page the delightful selection of nicknames supplied to us by Paddy "Lyric" Murphy.

ABALEENA * ABBA * ASSMACK * ALLAH * ANDY ATE THE BATCH * BRIAR * BEEF * BAWLER *
BOCADY * BEEZER * BENDIGO * BOTS * BUNKER * BOB STIRRUP * BLUELEG * BOTTLER *
BULLETPROOF * BISHOPS * BISH * BALLALLEY * BANDO * BUBBLES * BALBO * BOXER *
BOVRIL * BOATHOOK * BUTTERFLY * BUSTER * BATCH * BUNTY * BLUER * BLOSSOM * BILLSEY *
BOJEM * BUNGO * BAR * BEEDIT * BOSUN * BUZZER * BEAT THE DARK *
BORBIE * BARBENDER * BREEZY * BOSSIE * BLUE NOSE * BERLIN * BULLER * CHINA *
CRACKERS * COCK * CLICKEY * CHUCKS * CHEPSTOW * COCKLE * CHUNKS * COLOMBO *
CHIPPIE * DOGFISH * DRUMMER * DUCKEGG * DUDDLER * DUTCHMAN * DICY * DADDY *
DISIM * DOODLER * DATES * DILLINGER * DICKET * DUTCHER * DUCKSIE * DIRTY TUPPENCE *
DODGER * DRAMMIE * DOCTOR * DICK THE NOUDE * EXER * EGGIE * ELEPHANTS *
FLEA * FLINTY * FISHY * FORTY * FLUTER * FLECK * FINGIE * FITTER * FREEZER *
FONG * FROUSER * FESSER * FLIER * FARMER * GETHIN * GREASYMEAT * GOOSER *
GANNET * GIGGER * GUESSER * GANDHI * GREEK * GAFFER * GAMER * GINGER * GIGGINS *
GOLLIERS * GOGOGG * HARE * HOLLA * HAMMERHEAD * HAIRPIN * HAIRDO *
HOGGAMOGGA *
HECTOR * HEN * HEAVEHO * HOPPER * HOPPY * HOOKER * HUCKSER * HAWKIE *
HANDSPIKE * HUGHBOY * HENNY * HEAVY * HUTCHER * HOLLIGAR * HEELER *
INGSDALE * JOE THE GOAT * JOE BOY * JACKAMO * JINNET * JOHNNY STICK * JONTER *
JINGLE BELLS * JAZZER * JOCKEY * JAILER * JOE THE LAMB * JACK THE CONGER *
KICK THE STONES * KAISER * KIDNEY COVER * LARK * LEATHERNECK * LOUSY SHOULDERS
LAWSTER * LUMPS * LASSIE * LAMMER * LIFTER * LORDY * LAR * LOCKY * LARRABY *
LARRY SALMON * LIGHTENING * MASSA * MOUSE * MOSCOW * MUCKY * MITNER * MINTO *
MOORHOUSE * MONKEY * MUSTY * MUFFET * MOULDER * MAUDO * MICKMAN * MEXIE *
MUDDLER * MOP * MAGGOTS * NUTTIER * NETTLER * NARROW * NUDGER * NIXIE * NAT *
NORWESTER * OGGA * OXO * ODDIE * OAKIE * ODDSER * OAKERS * OSKER * PUNCH *
PALAWALKS * PRAWN * PENNER * PARNO * PROFESSOR * PROD THE LAMP *
PEPPERY * QUOIT * RANTER * RAT * RAMBLER * ROWLERS * RUBBER LEGS *
RAHJAH * RUGGER * ROWDY * ROCKS * RIDDLE RIDER * RABBI * RAT * RED JOHNNY *
STINGERS * SKIN * SAW * SAPPYHEAD * SNOWGALE * SNARLER * SPARROW *
SLASHER * SPIDER * SNIPES * SALTYFEET * SAUSAGE * SCABO * STALE LOAF *
SCULLIONS * SQUIDAY * SCULLABOUT * SOW * STREAKY * SPUNKER * SAILOR * SNAPPER *
SWIFT * SAGS * SINNER * SPECKEY * SHAVE THE CORPSE * STEAM * SPEAKEASY *
SAINTY * SCRIPS * SNOWBALL * SNUFFY * SHINIE * SMASH * SCUT * SKIDA * SPIDER *
SYSTEMER * SNOOKEY * SPINER * TURF * THE DEVIL * TINY * TIGHT * TOMATO * TUDDY *
TUBBY * TOUT * THE SEAL * TEAR THE HERRING * THE RATTLER * THE HUMP *
TOMMY WILL YA DANCE * THE CAT * TURNAROUND * TOUCHER * TRICK * TOTTLES *
STICKANAILS * TIGER * THE COOK * UNCLE WEASEL * WHIMSICAL * WEAVER * WOOFANG *
WOODWORM * WEE CHUCKS * WINKO * WILLIEJACK * WIGGIE * WHITEHEAD * WILLA *
WEARY *
WHISKEY * WEBBY * WEBBER * WHACK * WAH * WHACKER * WAXER * YORKIE * STARLEY *
TURKEY * CLUXTON * GICK * LODGER * QUICKSAND * JAKES * NOISY * WHINGER *
SKATE * FAR EAST * TOPPER * POWDER * GOOSEGOB *



FLEET NEWS • FLEET NEWS • FLEET NEWS

"IRISH PINE"

After completing discharge of her cargo of forest products from British Columbia at London in mid-June, this vessel loaded steel at Dunkirk for New Orleans and Houston. She arrived at New Orleans on 14th July and after discharging her cargo of steel she went to Corpus Christi where she loaded coal for

Dublin. The vessel arrived back in Dublin on 12th August and completed discharge and sailed on 22nd August. She then loaded steel at Antwerp and Middlesbrough before sailing on 6th September for Long Beach. The "Pine" passed through the Panama Canal on 22nd September and arrived at Long Beach on 4th October. She will

also discharge at Oakland, Portland and Vancouver where she is expected to complete on 21st October. For her eastbound passage the "Pine" will load forest products at Crofton and Vancouver from which port she should sail about 8th November for London where she should arrive about 4th December. On this voyage the "Pine" will also discharge at Rotterdam.

While the vessel was at Dublin in August **Captain T. R. Hughes** took over command from **Captain J. Gleeson**, and **Electrical Engineer, E. Walsh** relieved **J. Warren**. At Middlesbrough, **Chief Officer J. Whyte** relieved **H. McGowan** and **Catering Officer, J. Rogan** relieved **G. McGovern**.

"LARCH" FOR CORINTO

While this vessel was at Dublin **Captain E. Greevy** took over command from **Captain P. Murphy**. **Catering Officer**



The "Irish Larch" discharging timber at Dublin during her recent visit.



a group taken on the occasion of the presentation of a special plaque by the Maritime Institute of Ireland to Captain E. Greevy, Master, "Irish Larch" when the vessel visited Dublin towards the end of September. Included in the photograph are (l-r): Mr. Eugene MacGuinness, Mrs. Greevy and Captain Greevy, Mr. Paddy Fitzpatrick of the Maritime Institute of Ireland who made the presentation, Mrs. Fitzpatrick and Mr. John Murnaghan. Captain Greevy showed his guests from the Maritime Institute of Ireland round the vessel and the visitors were very pleased to get such a close look at one of our deep-sea vessels.

Hugh Murphy was also relieved by **E. Fricker** at Dublin. On 12th August, **Second Engineer, F. Brennan** relieved **M. O'Leary** at Vancouver.

When the "Irish Larch" left drydock at Newcastle-upon-Tyne on 24th June she went to Antwerp where she loaded a cargo of steel for Long Beach and arrived at her first discharge port on 29th July. She also discharged steel at Oakland, Portland and New Westminster before commencing to load forest products at the last named port on 12th August. Her other loading ports were Crofton, Vancouver and Cowichan Bay, from which she sailed on 23th August. She arrived at her first discharge port, Cardiff, on 24th September after which she paid a visit to her home port of Dublin, arriving on 27th September. She will also

discharge at London and Rotterdam before commencing to load steel at Antwerp and Middlesbrough for the Nicaraguan port of Corinto. The ship is expected to complete loading at Middlesbrough about 24th October and should transit the Panama Canal on 8th November on passage to her Nicaraguan discharge port.

"IRISH OAK"

The "Irish Oak" arrived at Long Beach on 9th July with steel from Antwerp. She also discharged at Oakland, Portland and Vancouver where she completed unloading on 26th July. The vessel then commenced loading forest products at Crofton and completed her cargo at Vancouver on 7th August when she sailed for Cardiff and passed through the Panama Canal on 21st August. She arrived at

Cardiff on 9th September and then discharged at London, Boulogne, Rotterdam and Nordenham where she completed on 24th September.

The "Oak" loaded steel at Antwerp for Providence, Rhode Island where she is expected to arrive on 10th October. She will also discharge at Bridgeport, Camden, Baltimore and Houston where she is expected to complete discharge on 24th October.

Captain M. Carey relieved **Captain T. Byrne** at Rotterdam where **Electrical Engineer, J. Dunphy** relieved **C. Murphy**. While the vessel was at Antwerp **Chief Engineer, E. Kealy**, **Second Engineer A. Curran** and **Fourth Engineer G. Sheehan** were relieved by **H. Convery, W. Salmon** and **J. Butler** respectively.

"IRISH MAPLE" IN SOUTH PACIFIC

While this vessel was at Antwerp at the end of July, **Captain G. Kyne** relieved **Captain M. O'Dwyer** and **Catering Officer, T. O'Connell** relieved **B. Dorgan**. At Baltimore, **Second Engineer C. McGarrigle** relieved **J. Farrell-Dillon** and at Philadelphia, **Chief Officer M. McCarthy** relieved **J. Moynihan**.

The "Irish Maple" then loaded phosphate at Tampa for Landskrona, Sweden. She sailed on 3rd July and arrived at Landskrona on 17th July. She completed discharge of her phosphate cargo and sailed on 21st July for Aarheim, Norway where she loaded a cargo of stone for Rotterdam. Having completed discharge at Rotterdam, the vessel then loaded steel at Antwerp for Providence, Rhode Island, where she arrived on 11th August. She also unloaded steel at Bridgeport, Camden and Baltimore, where she completed discharge on 20th August. The "Maple" then loaded anthracite at Philadelphia for Noumea, New Caledonia, where she arrived on 25th September and completed discharge on 30th September before going on to Townsville,

Queensland, where she is loading sugar for Galveston and Houston. She is expected to sail from Townsville about 10th October and should arrive at Panama about 3rd November. The "Maple" should arrive in Galveston about 8th November to commence discharge.

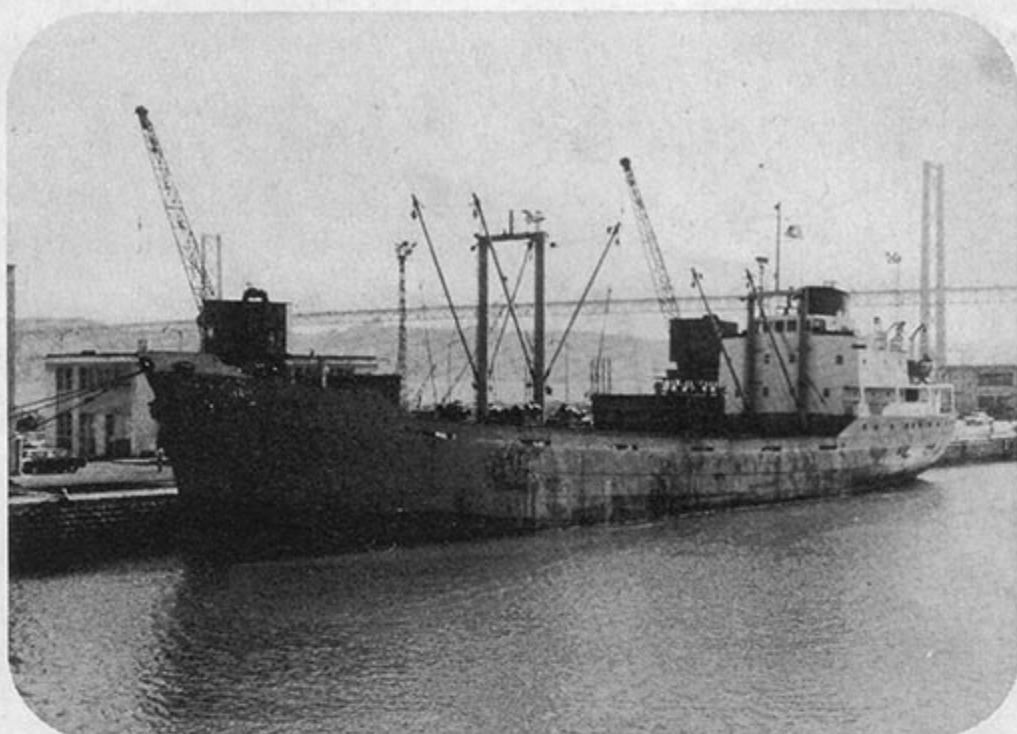
IRISH ROWAN

Having discharged her cargo of grain from Australia at the Russian Black Sea port of Odessa, the "Rowan" dry-docked at Malta towards the end of July. The vessel sailed on 1st August in ballast for Three Rivers where she loaded wheat for the Baltic port of Riga, and arrived there on 10th September. Due to congestion at the port, the "Rowan" did not berth until 15th September to commence discharge which was completed on 19th September. The ship then sailed for Copenhagen on passage in ballast to Hampton Roads. She arrived and anchored off Hampton Roads on 2nd October and is expected to complete loading a cargo of anthracite by 15th October when she will sail for her discharge port in Finland, which has not yet been nominated. The "Rowan" should arrive at her Finnish discharge port about 27th October.

"CEDAR" IN FAR EAST

The "Irish Cedar" discharged her cargo of forest products from British Columbia at New castle-upon-Tyne, Rotterdam, Boulogne and London before sailing in ballast for Tampa towards the end of June. She arrived at Tampa on 9th July to commence loading fertiliser for China. In addition to fertiliser the vessel also loaded woodpulp at Lake Charles, Louisiana and arrived at her first Chinese discharge port of Tsingtao on 9th September. Having discharged part cargo the vessel then moved to Dairen, where she arrived on 24th September and completed unloading her east-bound cargo. She then went into drydock at Shimonoseki, Japan on 15th October where she is expected to remain undergoing repairs for at least one week.

A "Willow" by another name



This picture of the former "Irish Willow" was taken by Captain Brendan Kehoe, of the "Tuskar Rock" at Lisbon. In an accompanying letter, Captain Kehoe tells us that the vessel is now trading under the Panamanian flag and is painted in the same colours as when she operated for I.S.L. except for the funnel. Captain Kehoe says he first saw the vessel at Lisbon on Christmas day last and she was then named "The Kilo". He again saw the vessel at Lisbon in mid-July and the name was changed to that of "Mandi". Captain Kehoe went aboard the vessel and was told that she trades between the Azores and Lisbon carrying bales of straw. On inspecting the bridge he noticed she was using the same charts and pilot books as when the vessel was in Irish Shipping ownership and the radar was also the same. The Chief Engineer said that her engines were good for many more years and apart from hatch covers and decks she was in fairly good shape. The vessel's present owners are Portuguese and Greek. In a postscript to his letter Captain Kehoe recalls that he saw the old "Irish Sycamore" late last year at Hamburg also flying the Panamanian flag. She is now painted black and Captain Kehoe sailed on her on her maiden voyage from West Hartlepool under the command of the late Captain Woolfenden, Captain Kehoe was cadet on that voyage and Captain Flanagan, now Cargo Superintendent on the U.S. West Coast, was Chief Officer.

We are grateful to Captain Kehoe for his letter and the picture.

We are grateful to Mr. R. Scanlon of the "Irish Oak" who also photographed the old "Irish Willow" at Lisbon last April. Mr. Scanlon was then serving on the "Daunt Rock". Standing at the rail aft is Mr. J. Lynch, then Bosun of the "Daunt Rock".



"DAUNT ROCK" GOES INTO DRYDOCK

Both the "Daunt Rock" and "Skellig Rock" have been on nine months charter for trade between Portugal and the United Kingdom. This charter has now ended and the vessels have returned to general tramping.

On her final voyage under the old charter the "Daunt Rock" loaded general cargo at both Lisbon and Leixoes for Mostyn where she will be due on 19th October. On completing discharge, the vessel will go into drydock at Penzance about 21st October and is expected to remain in drydock until 29th

October.

"TUSKAR ROCK"

This vessel is due at Sligo on 10th October with a cargo of coal from Garston. The "Tuskar Rock" has not yet been fixed for her next voyage.

"FASTNET ROCK"

This vessel is due at Sligo on 10th October with a cargo of coal from Garston. The "Tuskar Rock" has not yet been fixed for her next voyage.

"FASTNET ROCK"

This vessel arrived at

Bayonne on 9th October from Pasajes. She is loading grain for discharge in Dublin where she is expected to arrive on 12th October.

"SKELLIG ROCK"

This vessel is at present discharging scrap from Preston at Bilbao, and on completing discharge she will commence loading cement at the same port. Loading is expected to be completed on 13th October when she sails for New Ross, and is expected to arrive at the County Wexford port on 16th October.

Late Captain R. M. Woolfenden

We very much regret the death, on 24th July last, of Captain R. M. Woolfenden who retired from the Company's service in 1967.

The late Captain Woolfenden was born in Liverpool 78 years ago, and he joined Irish Shipping Ltd. in March, 1957. Prior to that he served with the Khedivial Mail Line of Alexandria on the Suez Canal. When the Suez crisis erupted in 1956 his services with the Egyptian Company were terminated and, in March of the following year, his association with Irish Shipping began.

His first appointment with the Company was as Chief Officer of the "Irish Poplar" and he was appointed relieving Master of that vessel in December, 1957. An outstanding event in his career with Irish Shipping was his command of the "Irish Sycamore" on her maiden voyage in May, 1961. A year later, when this vessel paid her first visit to Dublin, Captain Woolfenden welcomed on board the then Taoiseach, Mr. Sean Lemass, and members of the Government. In August, 1962, he was appointed Master of the new "Irish Cedar" on her maiden voyage and subsequently held command of several other



Capt. Woolfenden with Mr. Seam Lemass aboard the 'Irish Sycamore' in May, 1962.

vessels of the Irish Shipping fleet. Prior to his retirement in December 1967 he was Master of the "Irish Plane".

Since his retirement, the late Captain Woolfenden has maintained regular contact with the Company and has, on many occasions, referred to his service with the Company as a very happy period in his life. Those who sailed with him and those with whom he came in contact ashore have attested to his sincere concern for others es-

pecially those who worked under his authority. His lifelong dedication to the seafaring life and his unbounded interest in shipping matters were outstanding features which were frequently reflected in his many letters to "Signal". His passing will be regretted by his very many friends ashore and afloat in Irish Shipping.

We extend sincere sympathy to Mrs. Woolfenden on her sad loss.



Deck and Engineering Officers in Order of Rank

Deck and Engineering Officers in Order of Rank (As at 13th October, 1980)

m.v. "Irish Pine" — Captain T. Hughes; Deck Officers: J. Whyte, N. Cummins, R. O'Shea; Deck Cadets: M. Ruddy, P. Burke, F. Hogan, S. Greenwood; Engineering Officers: P. Dowling, L. Byrne, J. O'Flaherty, F. Hetherington, M. Keogh, A. Lydon, A. Byrne; Electrical Engineer: E. Walsh; Catering Officer: J. Rogan; Radio Officer: Mrs. K. Whyte; Deck Department: J. Tallon, D. Hunt, J. Carey, D. Coleman, P. Leonard, P. O'Sullivan, M. Healy, A. O'Shea, D. Kelly, D. Hegarty, M. Landers; Catering Department: J. Kelly, A. Gavan, A. Boyle, P. Clarke, T. Dell, A. McGovern, B. Wallace.

m.v. "Irish Maple" — Captain G. Kyne; Deck Officers: M. McCarthy, P. Boyd, P. Cafferkey; Deck Cadet: F. Murphy; Engineering Officers: R. Tennent, N. McGarrigle, M. Boland, T. Taylor, W. Leahy, P. O'Riordan, W. Delaney; Engineer Cadet: P. Martin; Electrical Engineer: J. Dunn; Catering Officer: T. O'Connell; Radio Officer: Mary Sweeney; Deck Department: J. Gallagher, N. Byrne, N. Thompson, N. Warren, D. Russell, P. Southam, P. Marshall, A. Richardson, J. Aherne, M. Dillon, A. O'Keefe; Catering Department: E. Mulready, K. Taylor, P. Quilty, A. McCormack, A. Connolly, H. Forde, J. Ferguson.

m.v. "Irish Cedar" — Captain B. Reilly; Deck Officers: B. Kinch, D. Dignam, R. Mullins; Deck Cadets: D. Whelan, O. Walsh; Engineering Officers: A.

Bolster, V. Hetherington, I. C. Ryan, R. Tynan, S. O'Shea, J. White; Engineer Cadets: G. O'Cearuill, D. J. Cody; Electrical Engineer: T. Moore; Catering Officer: P. Farrelly; Radio Officer: P. T. Murphy; Deck Department: J. Hannah, P. Fennell, J. Morey, N. Murrells, T. Caffrey, J. Grace, M. Taylor, J. Phain, A. Bracken, M. Tucker, R. Culliton, A. Byrne; Catering Department: P. Codd, C. Duggan, J. Buggy, K. Keogh, E. Doyle, J. Murphy, M. Gibbons.

m.v. "Daunt Rock" — Captain J. Murphy; Deck Officer: D. Leonard; Engineering Officers: M. Scully, S. Jenkins; Cook Steward: M. Donal; Deck Department: G. Cantrell, S. Byrne, E. O'Reilly.

m.v. "Fastnet Rock" — Captain B. Hearne; Deck Officers: J. Fennessy, N. Cantwell; Engineering Officers: P. Morris, J. May; Cook Steward: A. McDonald; Deck Department: P. Hughes, M. Byrne, J. Nagle.

m.v. "Tuskar Rock" — Captain B. Kehoe; Deck Officers: K. Rowden, W. Kavanagh; Engineering Officers: H. Mahon, D. Matthews. Cook Steward: M. Moody; Deck Department: J. Casey, N. Magee.

m.v. "Skellig Rock" — Captain A. Coghlan; Deck Officer: M. Kirrane; Engineering Officers: M. Hayes, B. Desmond; Cook Steward: R. Rourke; Deck Department: J. McGrath, E. Delahunt, P. McGouran.

m.v. "Irish Oak" — Captain M. Carey; Deck Officers: T. F. McCarthy, D. Meagher, D. Scanlan; Deck Cadets: M. Keatinge, G. Nolan; Engineering Officers: H. Convery, W. Sammon, T. Kennedy, J. Butler, T. Fenelon, B. Kennedy, N. Wright; Engineer Cadets: B. Byrne, A.

Butler; Electrical Engineer: J. Dunphy; Catering Officer: H. Bond; Radio Officer: M. O'Neill; Deck Department: T. Lynch, P. Kelly, K. Doherty, F. McGuigan, P. White, T. Jackson, P. Norman, J. Fairbrother, G. Byrne, P. Casey, S. Coyle, C. Lumsden, J. Valentine; Catering Department: P. Murray, T. Fitzmaurice, G. Whittaker, S. Hanway, P. Wade, S. Deevy, D. Casey.

m.v. "Irish Larch" — Captain E. Greevy; Deck Officers: P. Miley, G. Burns, Jim Whelan, N. Devlin; Deck Cadets: P. Reid, S. Donnelly, P. Maher; Engineering Officers: T. Newell, F. Brennan, D. O'Loughlin, E. McQuillan, E. O'Sullivan, S. Larkin, N. Clery, E. Cadwell; Electrical Engineer: H. Stears; Catering Officer: E. Fricker; Radio Officer: J. Byrne; Deck Department: K. O'Malley, J. Whelan, N. Leonard, D. Early, G. O'Shea, C. Tynan, G. Carty, P. O'Neill, T. Keenan, P. McLoughlin, B. O'Halloran; Catering Department: J. Hanlon, J. Kenna, E. Foran, D. Grant, J. Egan-Kearns, J. Kelly, N. Maher.

m.v. "Irish Rowan" — Captain H. Fiddler; Deck Officers: J. Murphy, M. Poole, J. Hobbs; Engineering Officers: D. Gabriel, M. Flynn, D. O'Connor, T. Furlong, J. McCooney, P. Bowring, J. Farrell-Dillon; Engineer Cadets: D. Bolster, B. Dixon; Electrical Engineer: T. White; Radio Officer: J. O'Shea; Catering Officer: E. Murphy; Deck Department: J. Griffith, Jas. Marry, K. Kelly, M. Christie, A. Kelly, A. Meehan, J. McGran, E. Shortall, B. Sloan, J. Plunkett, R. Franklin, J. Sullivan, G. Ford; Catering Department: E. Byrne, C. Kiernan, V. Pidgeon, A. Jennings, A. McGrath, A. Murphy, C. Marks.