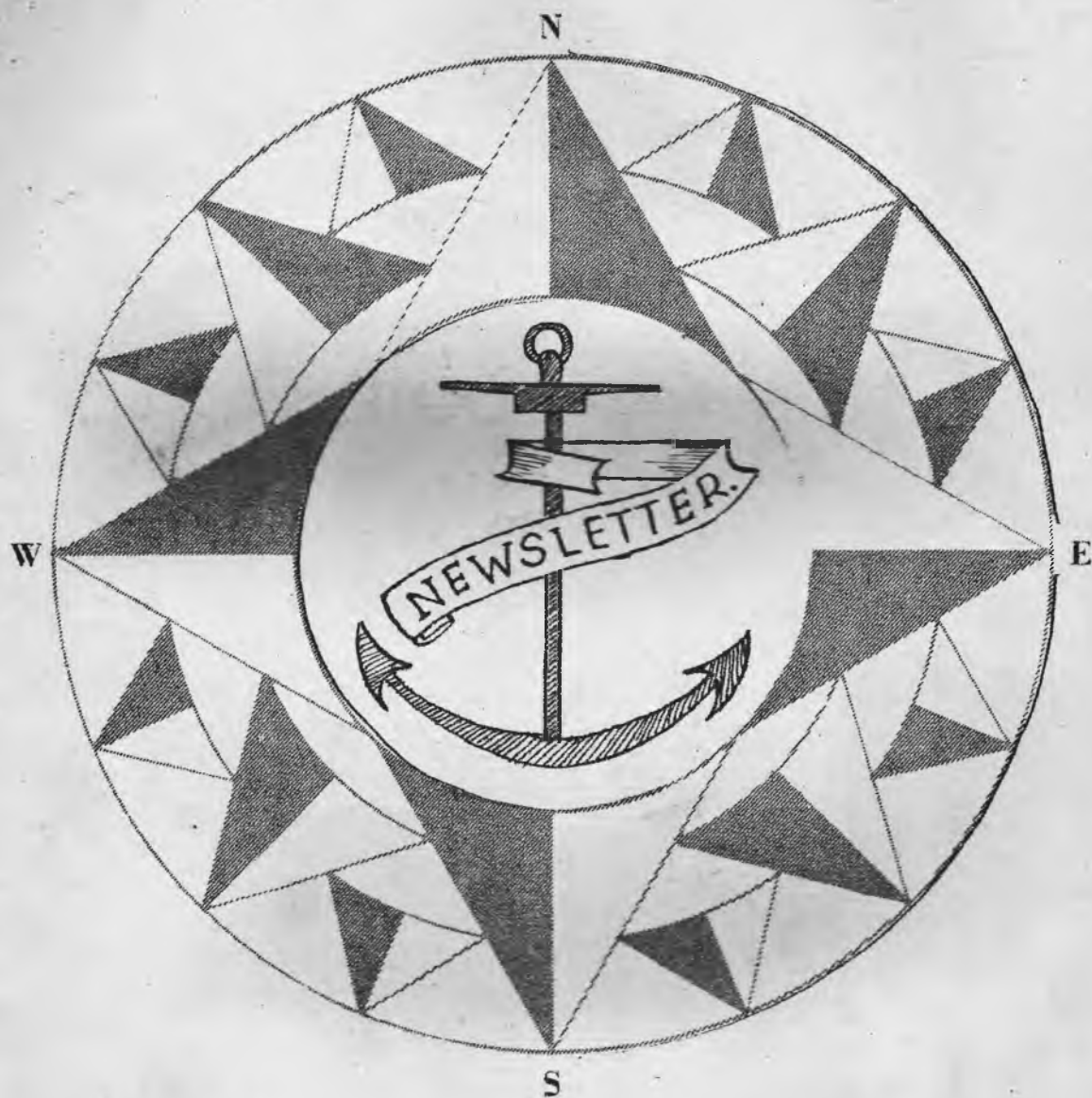


IRISH SHIPPING LTD.



VOL1 NO.1

JANUARY 1963.

EDITORIAL.

House journal - Newsletter - Staff Magazine - all conjure up different pictures for various people. Many of you who read this have no doubt seen or read several of these journals and like ourselves possibly have felt a little envious or like the uninvited guest at a function, partaking of the contents without being able to participate in the proceedings.

It has long been felt that such a journal could be of considerable value both to the company and staff ashore and afloat and the first step has been taken with the production of this issue.

There are, of course, many problems involved in starting a publication such as this and the co-operation of a number of people was necessary to make it possible. The contents are purely an indication of the type of material we felt would be of general interest to all our staff. If anybody has any further ideas, we would be delighted to hear from them.

Our principal aim is to provide, regularly, news of happenings within the company and this can be broadly classified under two headings: Personal News and News of General Interest. By personal news we mean that we want to hear if Captain Bligh's son has got married or that Chief Engineer

I.P. Doxford has had a new arrival, etc. etc. - in other words the type of news that is always of interest to us all but at the moment takes months to circulate. One of the problems here was to ensure that such information would flow in in a steady stream. We decided that somebody on each ship should be asked to "volunteer" to collect and despatch such information regularly to us. The person who normally broadcasts on all wavelengths appeared to us to be the logical choice and we know that we can depend on the Radio Officers to keep us fully informed.

With regard to news of general interest, we have outlined in this issue a list of items which strike us as likely to come under this heading and we would welcome all contributions from any source. These will be suitably acknowledged. We are not interested in grammatical accuracy or literary style. Neither do we wish to confine contributions in any way, as we expect to be able to use everything we get.

It was decided to publish the newsletter every two months for a start so that the next issue will go to press at the end of March. By that time we hope to see plenty of contributions rolling in. However, to ensure that we do come out on time, please post your material so as to arrive here not later than the 15th March, addressed to The Editor, I.S.L. Newsletter.

In a company such as ours, by virtue of its size and scale of operation, a gap is inclined to exist between staff serving ashore and afloat. I don't have to emphasise that we are all working towards the one goal and anything which will tend to bring us closer together has my unreserved support. I am confident that this publication will help to close the gap.

The responsibility for the regular production of this newsletter has been assigned to Mr. B.W. Lynch who has the assistance of a staff committee. The main objective will be to keep us all better informed and, in particular, the circulation of news of a personal nature appeals to me. We are all inclined to forget too easily, bound up as we are with our many business problems, that the transaction of business is basically one of personal relations. By making us more aware and familiar with the various people who all form part of our organisation, I hope that we will all become more conscious of this fact.

I feel it would not be realistic if I did not refer briefly to the position of our company today. You are all aware as much as I am of the difficulties which beset the shipping industry as a whole, consequent on the continued slump in freight rates. As 80% of our business is obtained on the open international market, our operations have been seriously affected. As a result, various vessels, over the last few

years, have been laid up due to lack of employment. There is no immediate prospect of an improvement in the situation and, as there is nothing we can do to influence the rate position, our efforts are directed towards the more efficient and economic operation of the fleet. For this we must look, in increasing measure, particularly for the co-operation of all our sea-going staff. This, we readily acknowledge, has always been given in the past but is more important now than ever before if we are to survive this critical period and stand poised, ready to take full advantage of the position when the tide does eventually turn.



As with all other industries, the influence of the "Wind of Change" is gradually gaining strength in the shipping world. Accepted methods and procedures are being actively scrutinised and modifications in equipment and lay-out are constantly taking place. We are keeping abreast of these developments, as we must, to maintain the status we have gained by dint of hard work and perseverance over the last twenty one years. As an instance, you are probably by now aware of the introduction of a modified form of remote-control being installed in the engine room of the "Irish Plane". In the future, you will all be kept fully informed through the medium of this newsletter of all these developments and trends.

I would like to say, finally, how pleased I am to have the opportunity of saying these few words to you all and wish this venture a long and successful life.

4. VISIT OF AN TAOISEACH SEAN F. LEMASS TO
M.V. "IRISH SYCAMORE" at DUBLIN on 25th MAY, 1962.



Left.

Having been introduced to all the officers, An Taoiseach has a few words with Mr. T. Hughes, Chief Officer.

Right.

An Taoiseach showed a keen interest in the Radar installation. Also in the picture Captain R.M. Woolfenden and Mr. J.J. Stafford, Chairman.



Photos by courtesy Irish Press.

SOME OF THE FLEET IN THE NEWS.

"Irish Hawthorn": After a full five years trading, this tanker at last arrived at Dublin for the first time on the 19th instant, having loaded at Whitegate. Unfortunately, as is usual with tankers, her call was brief. It is unlikely that this vessel will again call to an Irish port before the completion of her current charter, which expires towards the end of February but possibly her future fixture may call for trading nearer home.

"Irish Fern": Although often referred to as a Coaster, this vessel has been covering quite a lot of territory from Northern Europe as far south as Kinitra. When she arrived in Dublin this week, a quick check revealed that it was her first Irish port in approximately four years.

"Irish Pine": The North Atlantic Liner trade may sound rather a monotonous routine to many but, as in all trades, it can produce the unusual. All types of cargoes are carried and special arrangements for their stowage, care and right delivery are in the normal part of the day's routine for masters, officers and crew.

We wonder how the personnel of the "Irish Pine" felt when they found that two donkeys formed part of a recent cargo to Canada? However, they were well looked after and an extract from Captain Reilly's voyage report is interesting "We commenced discharging outward cargo at 0800 on 2nd January, including our two passengers.....The little donkey got a cold, but this did not prevent him from eating the Steward's carrots and a box of sugar cubes that were put on board for him by the girls from our Agents office at Greenock. Both

he and the older one went ashore in fine form and brayed loudly when they got there."

We can't help wondering what they had for breakfast now that we are using Dunlopillo mattresses.

"Irish Rose": This vessel has just completed a short Time Charter covering a voyage from Canadian ports to U.K. As a complete contrast, her next fixture was from Llandulais to Odde. Quite unfamiliar ports you will agree and there was quite a scramble at Head Office for the available atlases. We trust the Stores Department had the necessary charts on board!

"Irish Maple": Is now in Glasgow for conversion to closed shelter decker and expects sail 25/1/'63, for Gulf ports to load for India. When completed she will rank for comparison with her sister ships, "Irish Ash", "Irish Larch" and "Irish Alder", all of which were similarly converted last year.

"Irish Spruce": Unfortunately, laid up at Dublin since 12th December 1962, due to slump in freight rates. Consideration, we understand, is being given to the installation of refrigerated space in this vessel.

"Irish Elm": In the news twice recently - first, when she was weatherbound outside Dublin from Sunday night until she docked on Wednesday evening. None of our historians could ever recollect such a sustained spell of heavy seas in this area.

The second headline was when a Naval Service Cadet and Instructor embarked for the current voyage for practical sea experience. See photo on Page 9. Having arrived Philadelphia 18th inst. is now awaiting settlement of U.S. dock strike.

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MEMOS FROM HEAD OFFICE.

Staff Christmas Party:

The "Alberta Five" provided the music for dancing and the 'Twist' competition produced some unusual 'turns' as well as very worthy winners in Tommy Delaney and partner. A very charming ladies vocal group rendered a selection of seasonable songs which were received with enthusiasm. The group consisted of Misses Clare Crawford, Audrey Graham, Lauri O'Leary and Marie Cooper. Those two 'legal eagles' Dermot McNulty and Paddy Fitzpatrick kept the large gathering in good humour with a highly topical and amusing parody. No I.S.L. social function would now be complete

MEMOS FROM HEAD OFFICE.

X-X-X-X-X-X-X-X-X-X-X-X-X-X-X-X-X-X-X-X

Special Courses:

Cork Office: P.J. Crowley.
Accounts Dept.: A. Hughes, S.M. Clery
and D. Mills.

7.

News Flashes:

French classes, which commenced in November last, have been very well supported by the staff and it is hoped that the interest shown will be maintained to the end of the current series of classes and subsequently. Ici on parle français et ainsi de suite !

* * * * *

Paddy Shanahan and Clem Kinsella are still waiting for the signal to blast off for New York, where they will study up-to-date methods of cargo discharging in general and supervise the discharge of the "Irish Poplar's" meat cargo in particular. The count-down began on December 27th when the "Irish Poplar" was due in New York and, with the continuance of the dock strike there, it is still continuing. With a little bit of luck they will be able to take part in the St. Patrick's Day Parade. We have commissioned a blow-by-blow description of the trip for our next issue.

After a rather large helping of turkey, plum pudding and the rest, we were relaxing before the small screen on Christmas night when, suddenly, we were roused from our semi conscious state by the appearance of our esteemed Secretary. P.P. was accompanied by a well-known T.V. personality and top fashion model. We are reliably informed that the Society for the Preservation of Bachelors are keeping a close eye on what they describe as "a very dangerous situation."

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Our congratulations to Rory O'Connor
on his debut in Irish television

on Sunday night, 13th January, when he was featured in "Curtain Up".

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We also extend our congratulations and best wishes to Miss Noreen O'Donnell who recently celebrated her 21st birthday. Noreen hails from Mitchelstown, Co. Cork, and is attached to the crews section of our Accounts Department.

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Bill Lynch, who also hails from Cork, incidentally, made his debut in Dublin as a Senior Rugby Referee recently when he officiated at the Clontarf versus Lansdowne game at Clontarf. Bunny tells us that he was scrupulously fair and consequently was not much use as a referee ! Bill, of course, played rugby in Cork with the Dolphin Club and also was a prominent referee in the southern capital.

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We were privileged to act as hosts on board the "Irish Maple" on the 23rd December for a party of mentally retarded children from Stewarts Hospital in Palmerstown, Co. Dublin. Arrangements were made through the Harbour Master, Commander O'Brien Twohig, on the instigation of one of the Harbour Constables - Mr. Moore. He had enlisted the help of his colleagues and Mr. Kelleher, Customs Officer and other port Officials. Santa arrived when the party was in full swing and members of the office staff, Captain & Mrs. McGee, Chief Steward Curran and his staff all did trojan work in satisfying 32 healthy appetites. One could only marvel at the wonderful work the Matron and staff of this hospital are doing for these kids and it was a source of considerable satisfaction to us all that we had helped in a small way towards brightening their Christmas

? ? ? ?

Can anyone explain why ships are always referred to in the feminine gender? This is something that has always puzzled us. We have of course heard the old chestnut that it is because they tie up to "buoys". We think it more likely, however, that it comes from a much more ancient source, as we have recently read the following quotation: "Who wishes to give himself an abundance of trouble let him equip these two things a ship and a woman. No things involve more bother, for neither is ever sufficiently adorned." A writer named Plautus was responsible for those sentiments way back between 254 and 184 B.C. We can only conclude that he must have worked in the Stores Department but we are quite certain that no member of our Stores Department would be so unchivalrous as to agree with him.

We would be glad to receive any ideas or thoughts from readers on this topic.

WHATS IN A NAME ?

We must confess to having committed a cardinal sin in the maritime sense with this issue. We have launched the magazine without naming it. However, this was done deliberately as we want to invite suggestions from all staff ashore and afloat as to what they consider would be a suitable title. All suggestions should be addressed to The Editor, giving full details of name, rank and ship and will be acknowledged. A prize of £5 will be awarded to the one considered the most suitable. We intend to hold this open until 31st March to give our far distant crews a chance of competing. If more than one person should submit the winning title, the one received first will be adjudged the winner.

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"THE WOOD FROM THE TREES".

What do we plant when we plant the tree,
We plant the ship which will cross the sea,
We plant the mast to carry the sails
We plant the planks to withstand the gales
The keel, the keelson, the beam, the knee,
We plant the ship when we plant the tree.

Henry Abbey.

When we read this poem, we felt that if ever Irish Shipping Ltd. wanted to justify the decision to name the fleet after trees, here was the answer.

It prompted us to enquire why, in fact, trees were chosen but it appears that there was no specific reason. However, it did provoke us into doing a bit of research which we had been considering for some time - namely to obtain some general information about the trees in the fleet. We have started with the "Irish Cedar" in this issue and propose to deal with each tree in the fleet in succeeding issues.

In addition, as we have done in this issue, we intend to furnish details, with photographs, of each ship to bear the name of the specific tree. In respect of the older ships, due allowance must be made if the photographs do not reproduce too well.

We hope that you will find this series as interesting as we found the research involved.



CEDAR OF LEBANON.

CEDAR: a large cone-bearing ever-green tree with irregular spreading crown of horizontal branches with many clusters of needles on short spur branches. Cones are about 4 ins. long, reddish-brown, upright.

One of the best known species is *Cedrus-Libani*: Cedar of Lebanon. This is a tree renowned for its beauty and stateliness. It is frequently mentioned in the Scripture as a symbol of power, prosperity and longevity. From the famous Cedar forests of the Lebanon came the masts of the ships of Tyre and Sidon and wood for the kingly palace for David. For man to be compared to a Cedar of Lebanon was a token of the highest appreciation.

"The Assyrian was a Cedar in Lebanon, with fair branches and with a shadowing shroud, and of an high stature and his top was among the thick boughs....and he was most beautiful for his greatness and for the spreading of his branches; for his root was near great waters."

EZEKIEL c.31.¹

".....meek in power,
her gentle spirit rose in danger's
hour.

The Cedar thus, when halcyon Summer
shines,
graceful to earth its pendant boughs
declines,

but when on Libanus, the snows
descend
To meet the weight, its rising
branches bend."

Mrs. Franklin.



s.s. "Irish Cedar" (1)
 G.R.T.: 5430
 N.R.T.: 3326
 D.W. : 7931
 Built : 1912
 Previous Name: Catherine
 Gerolomich.
 Flag : Italian
 Acquired : 19.6.1943.
 Port of Registry: Dublin
 Remarks: Redelivered to
 Italian Govt.
 8.12.1945.

s.s. "Irish Cedar" (2)
 G.R.T.: 5627
 N.R.T.: 3065
 D.W. : 8700
 Delivered: 2.2.1949.
 Builders: Wm. Gray, West
 Hartlepool.
 Port of Registry: Dublin
 Remarks: Sold 1.7.59 to
 Gulf Steamship
 Co. Pakistan &
 renamed
 "Mustansir".



M.V.
 s.s. "Irish Cedar" (3)
 G.R.T. : 10477
 N.R.T. : 6053
 D.W. : 15123
 Delivered: 24.8.1962.
 Builders: Verolme United
 Shipyards,
 Heusden,
 Port of Registry: Cork.
 Remarks: Bulk-Carrier.

WHAT WE WANT TO HEAR.

It will be obvious to our readers that the bulk of the material in this issue has come from the office but this, of course, was unavoidable in a first issue. We are very anxious to ensure that this will be rectified in the future by contributions from our seagoing personnel. We can visualise the thoughts in your minds "Sure, I couldn't write an article", but that is not what we want. We

know that you all write letters home, so what about writing to us.

To give you an idea of the type of material we want to get, we are outlining below a list of headings as a guide. We would stress that there is nothing more required than just sitting down and writing us a letter, so will be waiting to hear from you.

Particulars of visitors abroad in foreign ports.

Details of any receptions held on board.

Any social functions organised ashore for officers and crews in foreign ports, with full particulars of the organisers.

Any organised entertainments on board, such as choirs, sing-songs, football matches with full details of teams and names of people involved.

Unusual cargoes carried or unusual experiences on the voyage.

Details of any unusual features of ports visited.

Numerous incidents or stories, jokes, cartoons.

Photographs taken abroad or aboard and suitable for reproduction, preferably identifiable with the ship concerned and with names and ranks of personnel included.

Recollections of voyages or incidents that happened in the early years with dates and cargoes; particulars of hazards encountered and overcome in those early years; we know that this is a particularly wide field and we have heard many interesting stories circulating from time to time, which we feel should be preserved for record purposes. It may not be generally realised that the records available about the early years of the company are very scanty as, up to 1945, the vessels were operated by the three managing companies. Their records have now been destroyed and great difficulty was experienced earlier last year when trying to put material together for our 21st anniversary publications.

At sea Jan. 7th, 1963.

"This vessel arrived Los Angeles Dec. 28th, and prior to arrival there had been a lot of publicity in the local press as to the first I.S.L. vessel to arrive in the actual port Authority of L.A. I have actually been before close by in some of the other vessels to the other port for L.A. namely Long Beach.

This vessel was therefore met on arrival by a number of Irish and Irish Americans. They included the Collector of Customs, D. Patrick Ahern who presented a portrait of President Kennedy, and the Port Manager, J.F. Parkinson, who presented a Plaque Crest of the Port of Los Angeles.

Whilst we were in Bangkok we were entertained ashore there by about 20 members of the Irish Society headed by a Michael Nolan, as being the First of these vessels to call there."

We hope to see this section considerably enlarged in our next issue when you all sharpen your quills.

Editor.

[illegible]

SHORT COURSE IN HUMAN RELATTONS:

Four most important words: What do
you think.

Three most important words: Very
well done.

Two most important words: Thank you.

Least important word: I.

Deft Definitions:

"Lollipop": What you say when you ask your dad for pocket money.

"T.V." : Where all the little
movies go when they are
bad.

"Bachelor": A man who had no car in his youth.

"Flirtation: Attention without intention.

"Raving Beauty": The girl who was second in a beauty competition.

[illegible]

The Secretary's Day:

9.35 a.m. : "He hasn't come in yet."

9.55 a.m. : "I expect him in any
minute."

10.30 a.m.: "He just sent word he'd
be a little late."

11.30 a.m.: "He's been in but he's gone out again."

12.30 p.m.: "He's gone to lunch."

2.45 p.m. : "I expect him in any
minute."

3.15 p.m. : "He hasn't come back yet.
Can I take a message ?."

3.45 p.m. : "He's somewhere in the building. His hat is here."

4.15 p.m. : "Yes he was in but he
went out again."

4.45 p.m. : "I don't know whether
he'll be back or not."

5.00 p.m. : "No, he's gone for the day."

From the G.S.N. Newsletter.

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LAUNCH OF THE m.v. "IRISH PLANE" at HEUSDEN 20th Nov. 1962.



Christened successfully by Mrs. Frank Robbins, Lady Sponsor.

Safely afloat for the first time.

